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RAILROAD

NOVEMBER 1977

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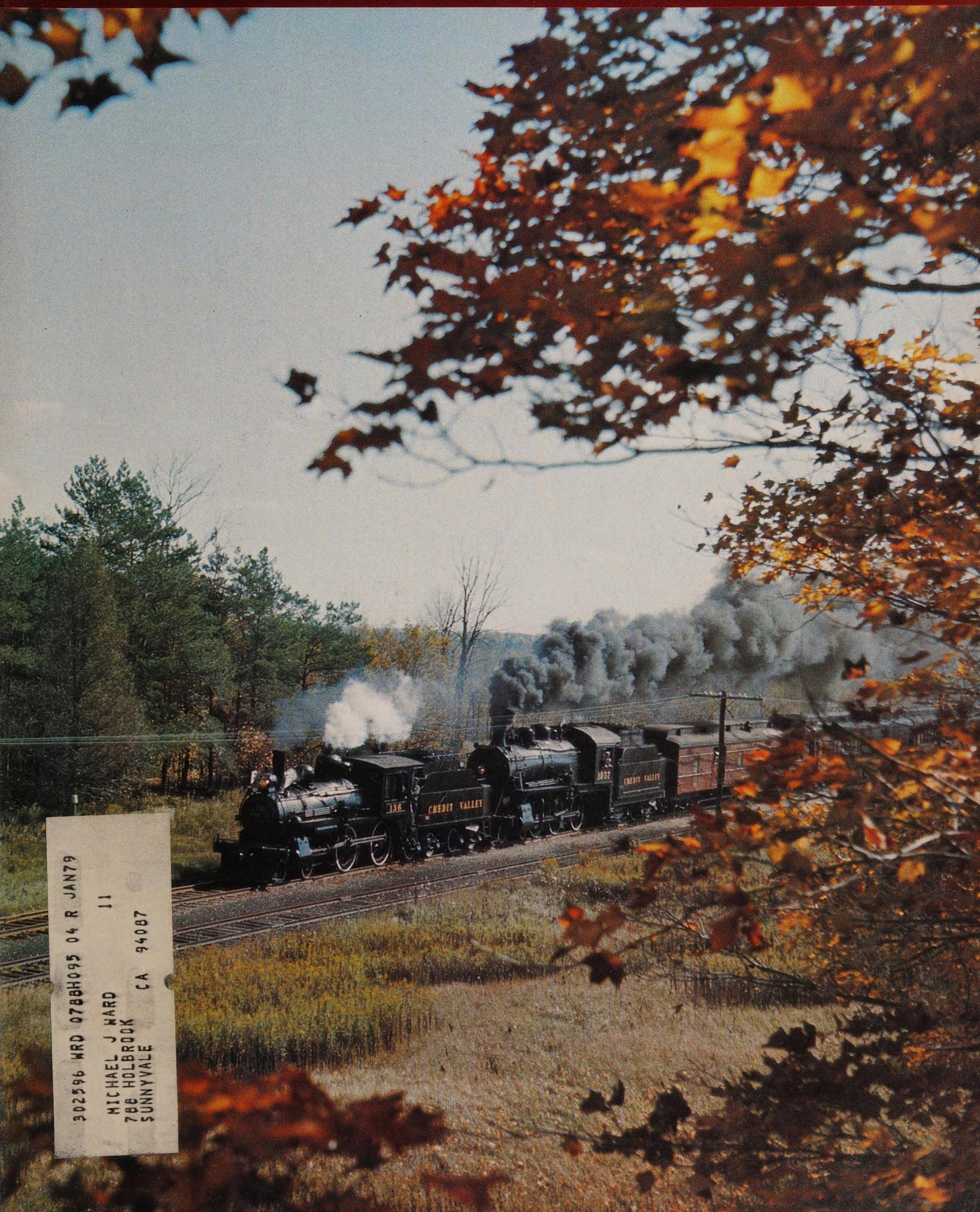

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RAILROAD Magazine

Adventurous Railroading and Rail Hobbies—Founded 1906

NOVEMBER, 1977
Vol. 103, No. 1
ONE DOLLAR

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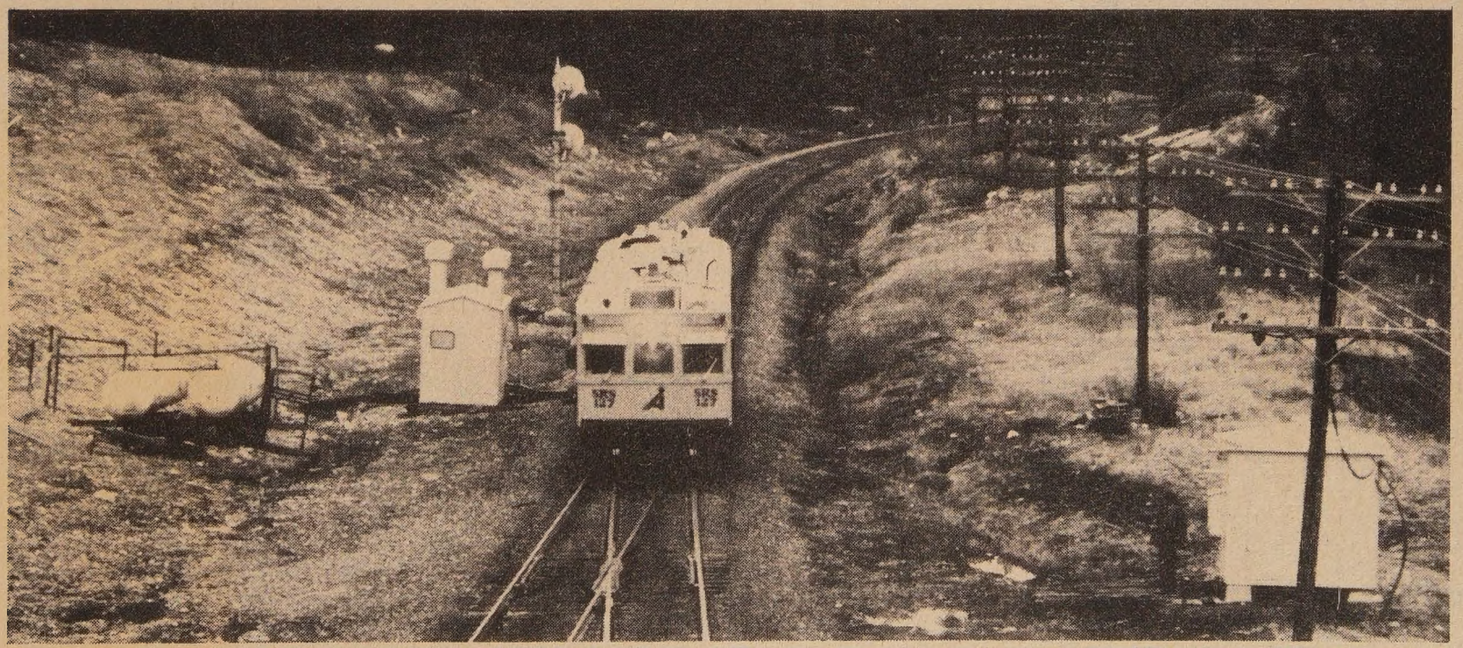


Sperry rail-detector car 127 on CP Rail tracks last May, approaching east switch of Stephen, B.C., at summit of Kicking Horse Pass.

W.R. Hooper, Box 1662, Golden, B.C., V0A 1H0, Canada

THE MAIL CAR where editors and readers meet

FRONT COVER shows a Credit Valley steam doubleheader Oct. 4, 1975, surrounded by Mother Nature's fall plumage at Orangeville, Ont., Canada, on an excursion from Toronto to Owen Sound over CP Rail trackage. The engines are 4-4-0 No. 136 (Rogers, 1883) and 4-6-0 No. 1057 (Montreal Locomotive Works, 1912). Photo by *Interesting Railfan* Ronald N. Johnson, 662 Highland Ave., South Portland, Maine 04106, is his third *Railroad* cover this year.

Our back cover, courtesy of Union Pacific, shows a UP coal train in Bear River Canyon, Utah, on the Ogden-to-Pocatello line, headed by EMD GP-30 2550-hp diesels 855 and 711B. The picture was made by UP assistant chief photographer Jack F. Storek, 626 S. 68th St., Omaha, Neb. 68106, who shot it from the facing side of the canyon.

"I had a hard climb to the location," he says, "as the ground was quite steep."

A basement darkroom and work on a Madison, Neb., high-school yearbook started Jack's interest in photography. For two years he pursued his hobby seriously with studies at Nebraska University. Since 1954 he has been employed by the Union Pacific.

"It is rewarding," he tells us, "to be able to set up a picture, choosing the location, angle, time of day, etc.; and then see the results turn out as you had planned. In quest of railroad subjects I look for interesting and informative locations. Train pictures should show a sense of power. To do this, use an angle that makes the diesels large but not out of proportion."

Jack and his wife, Dorothy, have two young children, Ron and Amy, both active members of the UP Drum and Bugle Corps, taking part in parades and such events as the annual Cheyenne Frontier Days. Jack himself enjoys many sports.

The back cover announcement on page 3 in our October issue actually refers to the September back cover. That block of type should not have been used last month. October's back cover, showing an Illinois Central Gulf freight train powered by two diesels amid autumn foliage at McLean, Illinois, was made by Wayne Bridges, RR1, Box 282-A, Delavan, Illinois 61734.

Our back cover was made by Jack F. Storek of Union Pacific photo staff.

Oldtime T&P Hogger

BEING a locomotive engineer makes me feel above average; in fact, special. That's what a person should look for in his work and his life," says Charlie Patton, who should know. Charlie was a hogger all of his 70-year career. The 89-year-old man got his start in railroading at the turn of the century, shoveling coal and cinders for the Texas & Pacific line on the 250-mile run between Fort Worth and Texarkana, Ark.

In 1961 he retired from the T&P after 53 years and signed on as engineer at the Six Flags Railroad at Six Flags Over Texas, between Fort Worth and Dallas.

"In my day the T&P was one of the finest railroads in the country," Charlie recalls. "I used to make the Fort Worth-Texarkana run 10 times a month. We had many unusual experiences. I guess the only thing that never happened to me was having my train chased by Indians.

"I operated every fast train the T&P had. I was the engineer on passenger trains of all descriptions. Long ago, our trains were like those you see in movies of the Old West. We hauled every kind of freight imaginable, too. Back before they had extensive networks of pipeline we even hauled crude oil to refineries.

"On one run we were coming round the side of a hill after a particularly heavy cloudburst," he recalls. "We didn't know it then, but the cloudburst had washed out the dirt from under the tracks just ahead. We steamed right into the washout and the locomotive, a few cars and the track all plunged into a large hole in the ground. They had to bring a large derrick to the rescue."

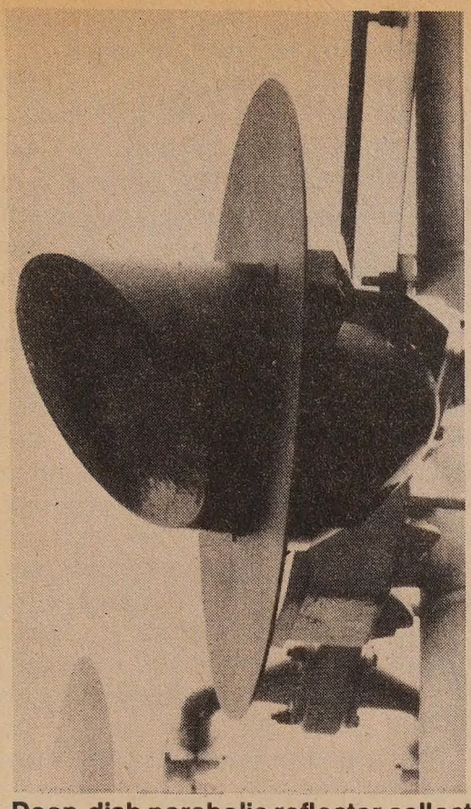
Only once in his 53 years did Charlie Patton have to jump out of his locomotive cab to avoid danger.

"I was firing (operating the valve that feeds the fuel oil to the boiler in the locomotive) a passenger train one night," he remembers. "We saw a freight train heading right for us on the same track. The engineer and I threw the brake and took other emergency measures. Finally, at the last moment, we both jumped. The trains collided, but since they were going so slowly, there wasn't much damage and no one was hurt."

Our Monthly Newscast

A GROUP of illegal aliens from Mexico made the wrong choice of a train to carry them north. They stowed aboard the Ringling Bros. and Barnum & Bailey Circus train on the Santa Fe Railway track near Barstow, Calif., obviously thinking it was going north. During the night the train headed south. Next morning the aliens found themselves in San Diego, Calif., within a few minutes of the Mexican border. Sighted by the other occupants of the train, they scattered, but were rounded up by Border Patrol officers and a sheriff's helicopter.

VANDALISM on railway crossing signals could be prevented with a totally new flashing signal unit developed by General Railway Signal. The LEX-C signal lens and housing are made of high-impact-strength Lexan polycarbonate resin. Designed to withstand hostile environments, the housing won't break, even when hit with a hammer, we are told, nor would the lens shatter even if hit by a bullet. Seasonal temperature varia-



Deep-dish parabolic reflector collects and directs light through the hoodless sloping lens of new type of signal warning for railway crossings.
General Railway Signal

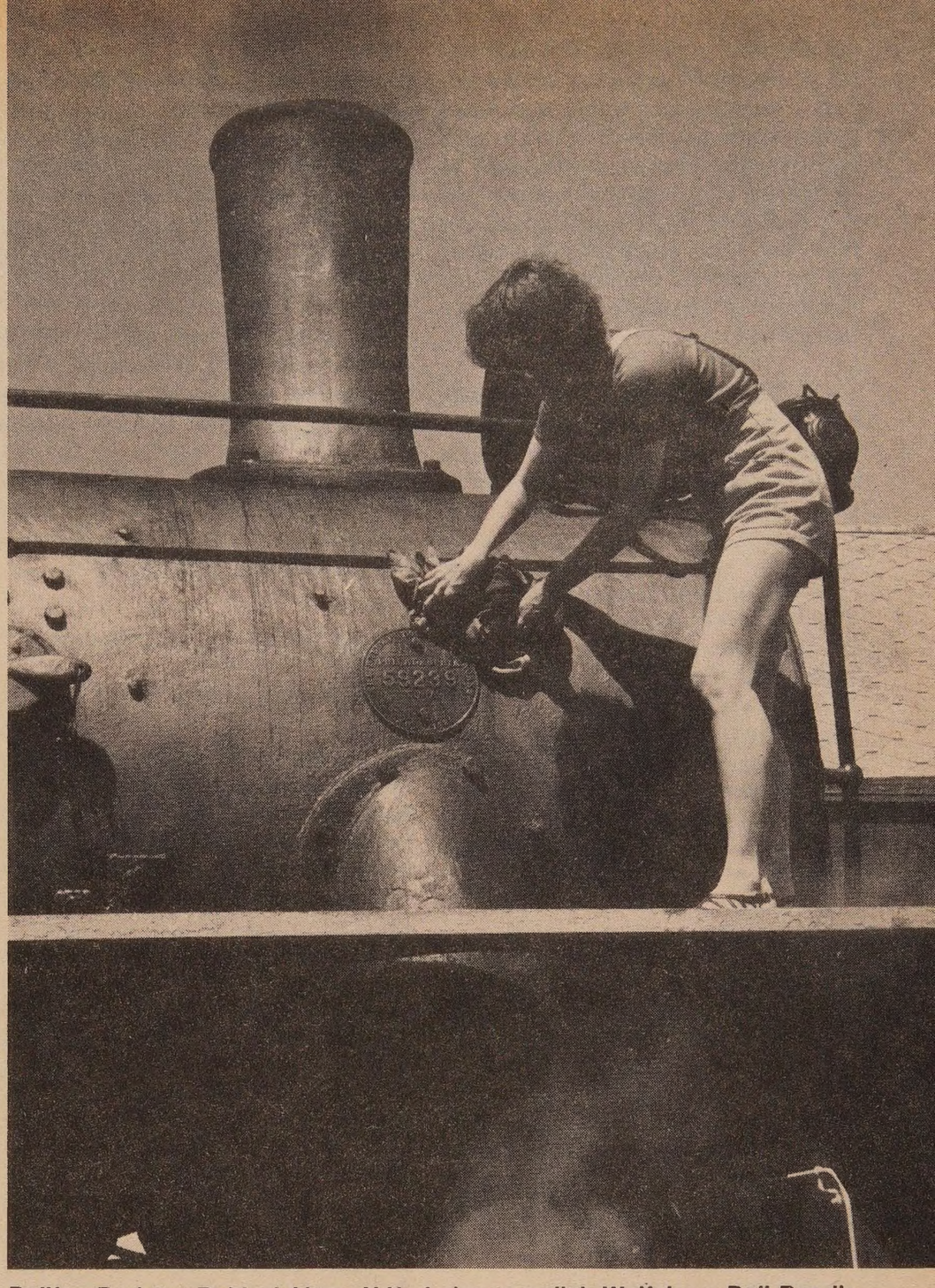
tions do not affect this resin, and it cannot rust, which greatly reduces maintenance and virtually elminates replacement. LEX-C has only nine working parts, compared to 50 or 60 on conventional signals. It also has superior optics. A single prefocused lens incorporates roadside, cantilever, and backlight beam patterns in one highly arrestive signal.

PLANS for an electric power system costing $236 million have been okayed by Transportation Secretary Brock Adams to improve railroad passenger service between Boston and Washington, D.C. All affected states and local transportation authorities are being consulted on how to make their equipment compatible with the new system. In Connecticut, commuter trains will run at a lower voltage compatible with the system in that state.

Says Adams: "This new system also will release the line from its dependence on oil for power, but instead will use electricity produced with whatever fuel the utilities are using. Additionally, installation of a new power system south of New York will cost approximately $100 million less than rebuilding the existing facilities and it will be easier and cheaper to maintain once it is in operation."

Railroad electrification is getting to be a hot subject these days, for the first time in 45 years. The trend in diesel fuel costs, together with experienced and anticipated increases in heavy tonnage unit coal train movements, have stimulated a number of major railroads to investigate the pros and cons of electrifying their main lines.

The Southern, Southern Pacific, Union Pacific, and Burlington Northern are among the lines which have checked into electric operation. The Union Railroad also took a preliminary look at the subject, but a variety of reasons, mainly the heavy investment required to convert from diesel to electric motive power, have discouraged any of these roads from undertaking an actual electrification program.



Railfan Barbara Bald of Alton, N.H., helps to polish Wolfeboro Rail Road's 2-6-2 No. 250 (Baldwin, 1926) for its daily chores. The engine came from the Bonhommie & Hattiesburg Southern. The Wolfeboro runs in winter. (Unfortunately, the shadow on Barbara's face doesn't show how pretty she is.)
Photograph by Peter D. Hayes

WHEN the last five cars of a Burlington Northern coal train were derailed near Albion, Iowa, conductor E.F. Stewart was killed by a fall from the cupola. For this and many other reasons, the Railway Labor Executives' Association has urged the Federal Railway Administration to act quickly on its request for minimum safety standards for cabooses.

"The lack of such standards is taking an alarming toll on employees who must work each day in

cabooses," says Jim Snyder, national legislative director of the United Transportation Union and RLEA safety chairman. He adds that in 1975 alone 1,058 injuries attributable to design or maintenance deficiencies in cabooses were reported to the FRA. The labor executives also asked for an absolute prohibition against converting obsolete boxcars into cabooses.

UNION PACIFIC will spend nearly $23 million over the next three years to install centralized traffic control on 210 miles of its double-track main line between North Platte, Neb., and Cheyenne, Wyo. The project also calls for expansion of the track facilities in UP's Cheyenne terminal. This work will include extension of the third running track two miles east from Cheyenne and construction of a fourth running track about two miles long through the Cheyenne terminal. This trackwork in conjunction with the CTC system will improve the flow of trains through the important Cheyenne terminal, where nearly all UP coal trains are serviced.

CONSTRUCTION is under way on a new $2.25 million Southern Railway service yard near Decatur, Ala. Located adjacent to the mainline between Sheffield and Decatur about 2.5 miles west of an existing yard, the new 1¼-mile-long yard will cover some 50 acres and contain five main tracks totaling over 29,000 feet in length. There is also room for expansion by up to five additional tracks as needed.

A SCALE MODEL of a 40-foot ice-refrigerator car, one-third actual size, was built in 1938 by the same craftsmen with the same materials as full-size cars, but it cost $4,000 to construct, whereas the prototypes cost only $3,954 each to build. This fact came out at the recent presentation of the model to the National Railroad Museum, 2285 S. Broadway St., Green Bay, Wisc. The model was presented by the North American Car Corp., largest member of the Tiger Leasing Group. The NAC, headquartered in Chicago, operates a fleet of over 46,000 railcars for shippers throughout the world. American Car & Foundry made the model for the North Western Refrigerator Line in connection with the delivery of a large order of full-size cars.

SEVEN years ago, cities, towns and school districts across 16 states lost a major source of tax revenue when the massive Penn Central sought protection under Federal backruptcy laws. Now, those cities are pondering whether to accept a Penn Central offer to pay more than $400 million in back taxes at a rate of 50 cents on the dollar.

PC, which still owns extensive real estate, is sending out letters to the local taxing authorities explaining its offer. And the letters include a check for half of taxes owed. The biggest creditor is New York State, which is owed $144 million in back taxes and interest. Pennsylvania has $32 million in taxes and interest due.

Story of the Hudsons

NEW YORK CENTRAL had as many Hudsons as all the rest of North America combined and was responsible for giving that engine type its name. The Milwaukee Road, which called them Baltics, is believed to have worked out the design before the Central ordered any. The Chesapeake & Ohio likewise refused to call them Hudsons.

If these engines had one thing, besides the wheel arrangement, which set them apart from other types, it was that they had more streamlined representation within the class than any other design. The Central had three distinctive treatments. They used an inverted bathtub as a complete shroud on the versions used on the *Commodore Vanderbilt.* This also was employed by the Chicago & North Western. The treatment of a forward tapering smooth face also was accorded those on the Milwaukee Road.

The Dreyfuss-designed Hudsons on the *Twentieth Century Limited* were bullet-nosed locos with a raised stainless-steel wedge running vertically from the pilot deck chrouding up the face, where it blended into the skyline casing over the stack and domes. It is the most advanced—and at the same time was thought the most daring—of all the engine streamline jobs.

A similar treatment accorded the engines of the *Empire State* was less successful. These were Budd-equipped trains, using corrugated steel which Budd favored. The Central used corrugated steel on the streamline treatment around the firebox. The New Haven and the Santa Fe also adopted bullet-nose streamlining for their Hudsons.

Canadian Pacific, the second largest owner of Hudsons, used a tight form-fitting shroud that was semi-streamlined. The Wabash's rebuilt Pacifics likewise were semi-streamlined Hudsons, with less streamlining than all other streamlined versions.

C&O had the largest Hudsons; they were not streamlined. Other non-streamlined versions were the Burlington's, the Maine Central's, and Nickel Plate's. The Jersey Central operated suburban tank locos with the 4-6-4 arrangement but were not normally thought of as Hudsons. Maine Central's 700-701 represented the smallest number of Hudsons owned by any carrier and were also the only Baldwin-built locos operated by that road in the U.S.A.

The Hudson represented the most powerful design applied to six-coupled engines. Their forte was high-drawbar horsepower at speed. Some switchers produced more tractive effort, but not more power. As far as I can determine, all Hudsons in the U.S.A. were equipped with booster engines on the trailing truck. Most of these were the high-speed type operable to 45 mph. They could not move heavy express trains over mountains without assistance.

This accounts for the virtually simultaneous development of the Northern type, which employed the same design features on a larger wheelbase. Hence, the affinity of the UP, Southern Pacific, Santa Fe, Norfolk & Western, Lehigh Valley, Lackawanna, and C&O.

Unlike the Hudson, many Northerns were built with the idea of moving freight. The Reading's, Lehigh Valley's, and some of the Northern Pacific's, Soo Line's, Chicago & North Western locos, and others were in this category. No Hudson was ever built in America with anything other than passenger, mail, and express haulage in mind.—Peter Boylan, 239 Jackson Circle, Chapel Hill, N.C. 27514.

Railroad Personalities

JAMES R. WOLFE, president, and other Chicago & North Western brass collars have begun making unannounced visits to look over their road's various facilities and day-to-day operations. When such trips are announced beforehand, various

employees spend a lot of time cleaning up and the inspection party doesn't get a normal view of the area.

WILLIAM P. WILSON of Hoisington, Kan., is 97 years old but very much alert and active. For 47 years he was a locomotive engineer on the Missouri Pacific and he had the distinction of driving the road's smallest steam engine on the line between Hoisington and Pueblo, Colo., and the largest one before retiring in 1948.

CARL STERZING has resigned from the presidency of the Delaware & Hudson after a dispute with the U.S. Railway Association involving operation of the carrier and D&H's request for a two-million dollar loan. USRA had requested the resignation. D&H is a subsidiary of the Norfolk & Western Railway.

BESIDES being the husband of a Missouri Pacific engineer, Gail Smith is employed by the same road as the first female locomotive fireman on Amtrak passenger trains in the South. Incidentally, the Smiths have three children. Before taking her current job last December, Gail worked for seven years as a clerk on the Katy and the Texas & Pacific, so she is pretty well grounded in railroad practice. She is now being trained for promotion to an engineer's job.

Gail says there is nothing in the work of a fireman that she cannot do because she is a woman. She finds working as a fireman much easier than hostling, or yard crew duty, which she did the first six months on the job.

"I like working outdoors, and it's a lot easier than what I was doing," she said. "There were parts of it (hostling) that were hard, things a woman might not want to do. But there's not anything about any of it that a woman can't do."

DICK MURDOCK, Southern Pacific locomotive engineer, author of many fact and fiction stories in *Railroad Magazine*, and one of our *Interesting Railfans*, has just written a lively, well-illustrated book, *Port Costa 1879-1941: A Saga of Sails, Sacks and Rails*. It tells the adventurous true story of a large grain-shipping port on Carquinez Straits not for from San Francisco. The book has 40 pages, 11×8½e, is softbound, and may be had for $5.60 postpaid from Murdock-Endom Publications, P.O. Box 75, Port Costa, Calif. 94569.

Major Track Repairs

HUNDREDS of workers and more than $1 million in equipment are repairing and replacing miles of track in the Philadelphia area near Frankford Junction, Holmesburg, Darby, Bristol, and Trenton. Eventually crews will work on all 456 miles of track owned by Amtrak between Washington, D.C., and Boston.

The work is part of a $1.9-billion Northeast Corridor Improvement Program approved by Congress last year. The track repairs began in April and must be completed by Feb. 4, 1981, according to the legislation. The goal is to build a rail system to let passenger trains travel between Washington and New York in two hours and 40 minutes and between New York and Boston in three hours and 30 minutes.

The track, which was neglected for years because of railroad financial problems, is being rebuilt so trains can travel on it at a top speed of 120 miles per hour. Amtrak's Metroliners have a top speed of 105 miles per hour, but rarely exceed 90, due to poor track conditions.

Besides trackwork, the Northeast Corridor Project includes fixing up stations, a new signal system to increase the number of trains which can use the corridor at any one time, re-aligning 67 of the worst curves to let trains travel faster, repairing about 170 bridges built before 1895, electrifying the tracks between New Haven, Conn, and Boston, and improving the electrical system between New Haven and Washington. Much of the electric-power line has been neglected, is sagging, and often gets caught in train machinery.

A Freedom Train Rider

THANK YOU, *Railroad Magazine*! I am the girl to whom your October issue gave a two-page spread as a Southern Pacific relief operator. I began my rail career by answering a newspaper ad. When I got the job I was given a week's introduction to the railroad, followed by a week's instruction as telegraph operator and two weeks of on-the-job training. Since I had bid in a permanent job, I then had four weeks' training on the relief job, but after I had worked it for only one day it was abolished. Then I

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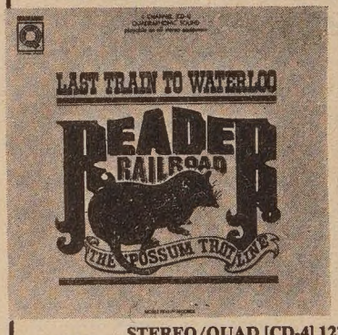

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went back to the extra board at Phoenix, on a branch line running between Tucson and Wellton. We get one mainline train from the east and one from the west. And we have three locals per day, two east and one west. During the perishable and sugar-beet seasons we run three locals east, one of them being all sugar beats.

Our extra board covers the outlying stations of Mesa, Globe, Miami, Hayden, and Gila Bend. I have been sent out of town several times and even spent a week in Globe, where I was thrilled to be agent for a week. When I was assigned to Gila Bend for a day 64 miles from home, I rode my motorcycle to save on gas. Having lived in Arizona for four years without being bitten by a mosquito, I was surprised to find that by the time I got to Gila Bend my helmet, face, and clothes were so full of mosquitos that I looked like a big bug. I will never again motorcycle to Gila Bend.

Now I have my own job, after sweating out the extra board for two years as a relief clerk. I work as a Perpetual Inventory of Car Location clerk for three days a week and train clerk the other two days. As a PICL clerk I handle all car movements in Phoenix Yard. As a train clerk my responsibility is all inbound and outbound train movements. I also supply the cabooses with ice and water, weigh on the scale, and check the rails for misplaced or lost cars.

My most exciting experience was riding the American Freedom Train from Phoenix to Tucson. The agent, Mr. Crist, knew how much I wanted to see that train, so he sent me to Tempe with a crew, and one of AFT's crew members let me ride it. With only ten minutes to highball time, I called Phoenix Yard for Mr. Crist's OK. It was then 2 a.m. I ran out of the office and to my dismay saw the AFT just leaving! I ran alongside it. The Freedom Train crew yelled for me to hurry, but my legs felt like rubber and I didn't seem to be getting anywhere. Finally, I managed to catch up and crew men pulled me aboard!

It was worth the running. The train was aglow with lights. Never before had I experienced such beauty. As we circled the bend near Rillito, the 4449 delighted me with her steam billowing in the cool night and filling the air with thunderous exhaust—music to any steam-lover's ears. But when we reached Tucson I realized, with sinking heart, that I hadn't thought about transportation back to Phoenix. A kind-hearted carmen from Phoenix lent me the price of trainfare. The little excursion had cost me a night's sleep, and I went to work that afternoon.

My family—especially my husband, Richard—is very understanding with regard to my escapade and odd hours. Often I've been called in the middle of night to drive a crew to Hayden or to work a job that had suddenly become vacant. We have learned that the railroad comes first, and to make all our plans around the trains. My husband works for the city as a supervisor. Unfortunately, our shifts and rest days seldom coincide which doesn't give us much life together. We have three daughters.

When I hired out, I began a railroad photo album, and I still keep it up. Any kind of costume jewelery with engines or railroad emblems fascinates me. I have even considered the possibility of becoming a locomotive engineer. Incidentally, Russell C. Joslin deserves credit for those pictures of me in your magazine. He drove 30 miles to take one of them.—Mrs. Ruth Edmark, 5555 N. 68th Ave., Glendale, Ariz. 85303.

I VISITED Ruth Edmark the night she rode the Freedom Train. She sure was excited. My work often takes me to Mesa, Ariz. I am a service representative for Pitney Bowes, the company which makes the stamp meter used in your Popular Publications office. The first day I talked with Ruth resulted in the photos that you published. You began printing photos of mine in the early 1930s, when I was an International Engine Picture Club member.

I belong to the NRHS and the Maricopa (Ariz.) Live Steamers. I am also on the board of the Scotsdale Railroad Park with its mile of 15" gage track and two steam locos scaled at 5 inches to the foot. Born in Worcester, Mass., I began taking railroad pictures in 1932 and often rode the cabs of New Haven Moguls. In 1934 I joined the Boston Chapter of Railroad Enthusiasts and went on many of its fantrips.

In 1937 I moved to Buffalo, N.Y., where I often spent Friday nights visiting the New York Central's interlocking tower and watching the sections of the *20th Century Limited* come and go and where I got permission to ride the cab of a Hudson off of the *Century*. There, too, I joined the Enthusiasts' Buffalo Chapter.

In 1950 I moved to Arizona, where I have lived ever since. A semaphore signal 13 feet high stands in my back yard. Indoors, I have a lot of railroadiana such as spikes, train orders, switch locks, timetables, engine models, several thousand locomotive photos, and 40-year-old railroad calendars.—Russell C. Joslin, 8431 E. Edgemont Ave., Scottdale, Ariz. 85257.

Views and Reviews

WHEN New York's Penn Station was opened in 1910, the Pennsy boasted that its double-track under the Hudson River to New Jersey could handle 144 trains per hour, 72 in each direction. Now the N.J. Dept. of Transportation is planning a connection to permit running the former Lackawanna electric trains into Penn Station on this same route, but the capacity, we are told, is to be increased from 20 to 26 trains per hour. Whatever happened to cut the line's capacity so sharply?—Walter Dawson, 4655 W. Montrose Ave., Milwaukee, Wis. 53319. (*Ed. note:* The original Penn Station, a superb edifice so vast that Mark Twain said you needed an Alpine guide to find your way around it, was torn down years ago and replaced by a much smaller terminal.)

ICC'S REFUSAL to let Grand Trunk Western abandon 66.27 miles of its light-traffic line between Imlay City and Caseville, Mich., is resented by John H. Burdakin, president of the GTW, who says:

"We are willing to provide railroad service on unprofitable light-density lines, but we must have financial relief. We cannot afford losses over which we have no control. It is most unfortunate that not only in this instance but through the state and the nation, light-density branch lines must be forced into disrepair and se-

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vere speed restrictions that prevent adequate rail service, thus driving away what freight that does exist. If abandonment were approved, then Federal funds with state assistance would be available to continue rail service and thus permit industry and agriculture of the region to remain competitive."

Nearly three years ago, GTW filed a petition to discontinue the branch line as an "annual unprofitable operation and financial drain." The railroad said also that $4.4 million dollars of track upgrading would be required over six years to improve the line's capacity to handle 100-ton grain hopper cars competitively. The track structure—some rail is over 70-years-old—is not strong enough to support the demands of today's agricultural traffic. And the earnings of the limited traffic on this brand do not warrant the rehabilitation investment.

RAILROADS of the Northeast Corridor in recent months have been getting most of the publicity spotlight regarding government subsidies. It begins to look as though they'll be getting the lion's share of the dollars, too, editorializes the *Locomotive Engineer*. Or at least that's what a number of Western and Midwestern railroads feel. There has been an impasse in negotiations between the Federal Government and the carriers in the Midwest over $487 million to rehabilitate track and rolling stock. The impasse has been resolved, but the carriers seem to be getting only a fraction of the money.

About $1.6 billion in loan guarantees and preference shares was voted by Congress in the 1976 Railroad Reorganization Act. It was partly intended to help financially-strapped carriers in the Midwest make needed track and equipment improvements.

But there was another motive: Votes from Western congressmen were needed to appropriate nearly $4 billion to rebuild various Eastern railroads, including Conrail, and to help Amtrak. Conrail has already drawn almost half of its share and Amtrak has $1.7 billion available.

Eight other railroads, including five major Midwestern lines, have applied for $478 million under the $1.6 billion program to date, only $22 million has been approved. Officials of the FRA, which administers the program, say more money will be forthcoming; but recent memos between President Carter and Transportation Secretary Brock Adams, as reported by the

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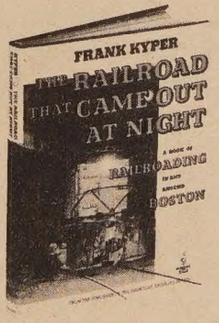

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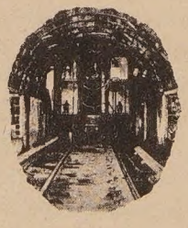

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Chicago Tribune, indicate both men has turned against the program.

THE SCALE DEPARTMENT of a railroad is an important entity in its daily operations. On the Santa Fe, for example, the scale department at the Topeka shops was called upon to weigh steam locomotives, not only to equalize the weight but also to check the proper weight on drivers. This was mandatory in helping to set up proper wage rates for the enginemen, according to the weight on drivers.

Many years ago, I was acquainted with a Santa Fe scale inspector who had been loaned to the Union Pacific and sent to Salt Lake City to help correct some differences in weight. The Santa Fe used a set of portable scales, and the inspector shipped these also. One time a UP locomotive was brought over to the ATSF shops for weighing. It was the 5516, a 2-10-2.

Along the Santa Fe, inspectors check all scales at certain period such as just before the wheat harvest. Correct weighing is vital to operating revenues and rates in order to correctly bill customers and shippers.—William O. Gibson, 4427 30th St., San Diego, Calif. 92116.

WHO, besides ourselves, has an unbroken file of *Railroad Magazine* dating back to its first issue, Oct. 1906? We want to publish the names and addresses of all such individuals. One man with a complete file back to 1906 is G.R. Driggers, 336 Raleigh St., Hamlet, N.C. 28345.

Also, we are still looking for a complete (or nearly complete) list of rail museums in the U.S. and Canada. This, too, we will publish.

CORRECTION: Irvin G. Estes, Woodsville, N.H., says he made a mistake in a letter of his that we published. Commenting on the New Haven engine pictured on our May '77 cover, he wrote that the 3200 series were 4-8-2's; they were 2-10-2's.

Your reference to Jack Dempsey in August *Passenger Train Survey* should have described him as the "Manassa Mauler" from Manassa, Colo. And if the *Inter-American* runs through Austin, Tex., then it runs through 4, not 3, state capitals.—Irving W. Smith, 312 Brookwood Dr., Bristol, Tenn. 37620.

THE INTERNATIONAL Railroad Library & Information Center, P.O. Box 361, Pawtucket, R.I. 02862, would like to get old railroad employee magazines, timetables, and other printed material for their files.

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Canada Heard From

FIFTY-THREE years ago, our family lived in a small settlement on the shore of Kootenay Lake in British Columbia. Our only means of transportation to the outside world was by paddle-wheel steamers, owned and operated by the Canadian Pacific Railway, which gave good daily service to Nelson, a fair-sized city, the only place in the interior of B.C. with a streetcar line. It was about 30 miles or a three-hour journey from our home to Nelson.

One February day in 1924 I decided to take the boat to that city and catch the passenger train from there to Tagnum, a small farming district five miles west of it. We lived on a farm and the purpose of my trip was to buy some little pigs. I stayed overnight at Nelson planning to catch the noon train next day, but had failed to ascertain its departure time. Alas, the train had gone before I walked down to the station!

So I walked back to Tagnum along the track. Although there was snow aplenty on the ground, the track had been cleared. I never would have dreamed then that two years later I'd be covering that same route in the cab of a coalburning locomotive, swinging a scoop.

Well, I found the farm not far from the railroad. The old couple who owned it insisted that I stay for supper. Having no children, they were rather lonesome and welcomed the lad of 16 that I was then. I enjoyed their home-cooked meal and paid $5 apiece for the two pigs. The farmer said he'd ship them to me in a day or two.

Then, after thanking his wife for the meal, I said, "I've got to catch No. 12 back to Nelson." The aged farmer walked with me to the depot, which was merely a flagstop shelter. As we waited for the eastbound passenger train to arrive, I told him that we had no lantern to signal the train to stop. He laughed and said he'd stop it all right.

Soon the engine headlight appeared around a bend. The farmer pulled an old newspaper from his pocket, set it afire with a match, and swung it horizontally across the track. A few toots from the engine whistle told us that the engineer had seen our signal. He stopped at the station. I climbed aboard and waved good-bye to the farmer as I stood on the coach steps. Yes, life in those days was leisurely and rather pleasant. My pigs arrived safely, as the farmer had promised, but I never saw that lonely old couple again.—Bert Lanning, 717 Pandora Ave., Victoria, B.C., Canada V8W 1N9.

AS A RAILROAD machinist for 42 years now retired, and an avid steam fan, I have been reading and enjoying for years Bert Lanning's articles about Canadian Pacific steam-engine service in your magazine.—Clint Mayhew, 943 Columbia St., Kamloops, B.C., Canada.

CP RAIL is increasing its capacity for hauling newsprint by ordering 100 cushioned underframe newsprint boxcars costing about $3.5 million from National Steel Car Corp. Ltd., Hamilton, Ontario. Since last January CP Rail has ordered from NSC 453 pieces of rolling stock worth ever $14.5 million and 24 diesel locos valued at $15 million from General Motors Diesel Div., London, Ontario.

DISCOVERY TRAIN. After traveling 25,833 miles throughout the continen-

tal United States, the American Freedom Train began a final journey under that name last August 22nd. The 15 cars were hauled northward from Alexandria, Va., to Buffalo, and then to Canada. The train is to become Discovery Train, part of the National Museums of Canada.

The Freedom Train contained artifacts, displays, and proclamations, among other items, in its converted Penn Central baggage cars to provide a glimpse of the first 200 years of American history for the 6,762,965 persons who went through the cars during its stops in 138 United States cities between April 1975 and December 1976.

The National Museums of Canada Crown Corp., a government organization, paid $575,000 for the cars, and is repacking them with items of significance to Canadian culture and heritage for a tour across the province starting July 1, 1978, Canada Day.

ANOTHER of Canadian National's innovative oil unit trains entered regular service recently at Sarnia, Ont., running from the new, $650 million Petrosar petro-chemical plant to the Ontario Hydro generating plant at Douglas Point. The 55-car train hauled 850,000 gallons of oil. It was the first shipment from the Petrosar plant, built to process crude oil from Western Canada into the basic "freedstock" used by other petrochemical plants in Sarnia's so-called Chemical Valley. The new train operates over the 441-mile round trip route six times a month.

A second unit train will be introduced. This will have 60 cars carrying more than one-million gallons to a generating plant at Essexville, Michigan. It will operate five times a week and travel over Grand Trunk Western lines.

Tie-Plates and Porcupines

CANADIAN PACIFIC used to have a beaver emblem. Maybe the White Horse & Yukon should have a porcupine. We'll get to that in a minute. But first; Canada's WP&Y is the first railway outside of the U.S. to launch a large-scale use of polyethylene tie-plates in an ongoing track modernation program embracing the entire system.

Racing against the waning of the sub-Arctic's brief summer season and the onset of winter winds and snows, a 16-man section crew is working at a pace of a quarter mile a day installing new 100-lb. rail, secured by 90,000 single-shouldered plates, on an initial 15-mile track segment between Bennett, B.C., and Carcross, Yukon. The lightweight, high-density, new kind of tie-plates were chosen over conventional steel after exhaustive roadbed tests. Vancouver branch of Koppers International Canada Ltd. supplied the plates.

"Shipping alone," reports project supervisor John Klein, "has proved a significant economy. A 'poly' plate weighs but a pound, a steel plate about 20 pounds. This meant that, with a freight-car load-limit of 20 tons, we needed only three cars for shipping the plates, which, if metallic, would have taken nine cars. Unlike steel, polyethylene does not cut into the crossties. The units are somewhat flexible, offering a better road cushion than rigid metal. Steel plates, under sustained low-mercury levels, often crack or shatter, which polyethylene doesn't."

Furthermore, the plates float. Now we come to the porcupines. Packed 48 to the carton, the units had been offloaded prior to rail-laying, with the containers often landing on steep inclines only scant feet from the snow waters of Bennett Lake. Hungry porcupines chewed many cardboard containers apart, not for the paper but for the glue between the corrugations. This occasionally led to spilling the contents into the lake. However, as floating objects, the plates were readily spotted and retrieved. So, as we suggested, maybe the WP&Y emblem should show a porcupine.

Overseas Railroading

For the tourist in Ecuador, feeling on top of the world is not an unusual experience. Most of this South American nation perches upon the towering Andes Mountains, and no matter what direction you travel, the view from an automobile, bus, or train is often as dizzying as it is dazzling. On the rail trip between Guayaquil, Ecuador's leading seaport, and Quito, its capital, travelers are transported upwards as high as two miles, often with precariously sharp zigzags around precipices so sheer as to seem perpendicular.

Because of the roller-coaster thrills, as well as the breath-taking scenery, the 228-mile journey bet-

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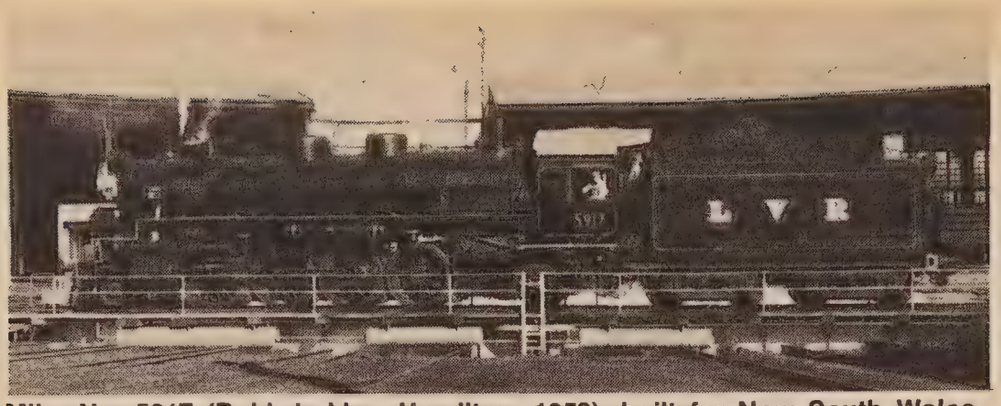

Mike No. 5917 (Baldwin-Lima-Hamilton, 1953), built for New South Wales Govt. Rys., shown last July 2 on turntable at Goulburn, N.S.W. She is owned by Lachlan Valley Ry. Society, which bought her in 1973.

John W. Kramer, 3 Alkoomie Place, Pymble, N.S.W. 2073, Australia

ween Guayaquil and Quito is a big tourist attraction. The trip is made daily except Sunday by two incongruously different vehicles which travel in opposite directions—a train pulled by an old steam engine and a 20-year-old rail-bus, called an *autoferro*. Comfort-minded tourists usually prefer the *autoferro*, which provides a smoother ride, as well as American-style sandwiches for the hungry.

In each direction, about 30 stops are scheduled for both train and *autoferro*, mostly small communities ranging from primitive Indian villages to somewhat more modern towns. Enroute, the sights vary widely, including six snow-capped volcanoes, stretches of wheat and alfalfa fields, desolate moors where little grows except for stiff clumps of grass, tribes or colorfully costumed Indians, and herds of grazing sheep. The trip usually takes about 12 hours for either train or *autoferro*, except when an occasional breakdown occurs.

PHOTO by Raymond Ruffell at bottom of page 1 in your August issue recalled pleasantly my school days at Douglas on the Isle of Man. Car No. 7 dates from 1894, No. 6 from 1899, and van No. 4 from 1945. The horse pictured at the right is the motive power of a promenade horse tramway which celebrated its centennial in 1976. In recent years it has been a summer-only service.—Alfred D. Jones, R.R.2, Brockville, Ont., Canada K6V 5T2.

PLANNED expansion of Japan's 125-m.p.h. bullet train network, once called a transportation dream-come-true, may be sharply curtailed because of skyrocketing construction costs. There are too many obstacles to hurdle to attain the original target of 4,375 miles of bullet lines by 1985. The goal was set in the boom days of the early 1970s. Instead, only 1,250 miles of bullet lines can be expected by then, including the 668 miles now linking Tokyo and Fukuoka in six hours' traveling time. Thanks to Robert J. Swan of Long Beach, Calif., for this news.

AN INQUEST into the death of 83 persons last January in Australia's worst rail disaster found that the condition of the track and train was responsible. The coroner said the engineer and crew of the commuter train which ran off the rails at Granville, a western Sydney suburb, on Jan. 18th acted properly at all times.

The following news should interest Mike Eagleson. The restored British Railways locomotive *Pendennis Castle* has been sent to Australia and was unloaded at Pyrmont, New South Wales, en route to her new owners, the Pilbara Railways Historical Society in Western Australia. About 30 steam buffs gathered at the wharf to photograph the engine, which was built in 1924 and retired in 1964. Her great driving wheels measure 6 feet 8 inches in diameter. The 76-ton 4-6-0, valued at $80,000, was stored temporarily at the Eveleigh railways workshops before being sent by sea to the Pilbara museum.—A. Mann, P.O. Box 3, Drummond, N.S.W. 2047, Australia.

TRAINFERRIES will soon be operating in Greece between the ports of Patras, Igoumenitsa and Brindizi. Their schedules will be arranged to fit the schedules of Italian trains and of the train service between Athens and Patras.

JAPANESE riders left 2.97 million forgotten articles on trains last year, including one ventilated suitcase containing three poisonous snakes. Japan National Railways, issuing its annual report on travellers' lost property, said that last year passengers left 505,000 umbrellas, 17 percent of all the forgotten items.

One passenger on a train that terminated at Hiroshima left a shopping bag containing the head of a wild boar. Among the other items left behind were numerous sets of false teeth and ashes of deceased persons who had been cremated.

JOHN DRAYTON'S new book *On the Footplate*, covers his more than 50 years of railroading as office boy at a locomotive shed, then fireman, engineer, loco driver, and finally retirement from the Western Region of British Railways. It has 111 pages an is illustrated, some photos being taken by the author. Published by D. Bradford Ltd., Trethellan House, St. Aubry's Rd., Truro, Cornwall, England, it seels in Great Britain for 1.50 pounds (about $2.40 in U.S. or Canadian money), but North American orders must include 50 pence for overseas postage.

THE SOVIET UNION is about to join the age of high-speed rail transportation with the entry of a sleek bullet-shaped electric train capable of speeds up to 127 mph. Eight years after its inception, U.S.S.R. is scheduled to bring into service to ER200, a 14-car aluminium alloy high-speed train which will ply the 434 miles between Moscow and Leningrad in 3½ to 4 hours.

By Soviet Standards, the Latvian-built train is luxurious and officials openly admit it was designed to compete with the airplane on the moderate-distance run.

The silver train, decorated with a sky blue and fluorescent orange stripe along its side and a fluorescent orange ski nose, will have such comforts as airplane-type seats, bar cars, air conditioning, speed indicators and digital time-elapsed clocks.

It even has an autopilot which slows it down through stations and speeds it up in the countryside, and which, technically, could guide the train between the Soviet capital and the second largest city without an engineer.

Juris Kanepe, deputy chief of technology at the Riga wagon works, said: "Service on the Leningrad-Moscow run will start this year. The over-all speed of the train will be between 111 and 118 mph, with a maximum speed of 124 mph, although tests have shown it can be serviceable up to 127 mph."

FOUR tank cars filled with 24,000 gallons of gasoline caught fire and exploded before dawn at the railroad station in Ciudad Real, Spain, sending thousands of panic-stricken residents streaming into the countryside. Medical officials said 14 persons, including firemen and soldier, were hospitalized with minor injuries. After four hours, firemen and troops brought the blaze under control. Meanwhile, about 6000 residents of the area around the station had beer evacuated from their homes.

THE EXPRESS train running from Prague to Moscow collided with a diesel locomotive near the southwestern Polish city of Wroclaw, killing 11 persons and injuring about 40. Train traffic was rerouted while the cause of the accident was investigated, Polish Transport Minister Tadeusz Bejm rushed to the scene of the accident for a first-hand view.

A HERMETICALLY-SEALED railroad car was sent back to Germany Sunday after the Munich-to-Rome express had been delayed for several hours—by mice. The express was halted at Verona, Italy, when passengers spotted the mice in several compartments aboard a car that belonged to the West German railroad system. The startled passengers insisted they would not continue their trip unless the coach was detached from the train, so Italian railway workers sealed the doors of the car and sent the "rodent special," as they called it, back to Germany.

On the Trans-Siberian

ABOUT 24 HOURS east of Moscow on the Trans-Siberian Railway, writes Barton Reppert of the Associated Press, the gray-uniformed female sleeping car attendant leans into a traveler's compartment and firmly requests that he come with her. Walking along the narrow corridor, the foreigner wonders what the problem could be—something that's not in order, perhaps, with his tickets or other papers?

Once inside her small compartment at the end of the car, the attendant inquires in an almost motherly tone: "Didn't you get up to the restaurant car yesterday? What've you had to eat since we left Moscow, enough?"

The traveler says he tried to have lunch the previous day, but lost his appetite when he found the dining car packed and even more stiffing than his own compartment, where the air-conditioning had failed and the window couldn't be opened.

The attendant returns a few minutes later and again tells the foreigner to follow her. Eight cars ahead in the long train, she turns him over to another woman, smiling solicitously, who is in charge of the dining car. This time there is no problem with crowding. It is barely 11 a.m. and the traveler finds himself the only diner in the entire car.

From Moscow to Vladivostok the railway stretches 5778 miles across seven time zones. Before it was built in the late Czarist era, the only way to cross Siberia was by cart, sledge, or stagecoach along a rudimentary post road known as "The Great Siberian Tract." It could take as long as several months.

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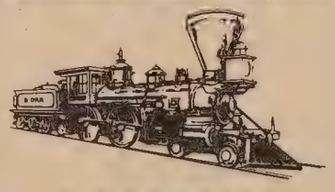

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Into the Lost Terminal

OTTO KUHLER is dead. The outstanding artist, industrial designer, and author died in Denver, Colo., on August 5th at the age of 83 after a full creative life. His autobiography, *My Iron Journey*, told his story. So did *Railroad Magazine*, but in much shorter form, with a personality sketch of him as an *Interesting Railfan* in our February '64 issue.

Born in Remscheid, Germany, the son of an ironmaster, Otto married a lovely and talented Belgian girl named Simonne, who recently wrote her own autobiography in book form. Then he came to America and settled down in the New York area with his bride. By that time he was on his way to international fame.

Otto did magnificent etchings, pen and ink drawings, and oil and watercolor paintings, Several of his canvases adorned our front covers, the latest being on our August '77 issue, which also published his latest portrait and part of the last letter he ever wrote to us. His greatest contribution to the railroad industry was the streamlining of locomotives and trains such as the *Royal Blue*, the *John Wilkes*, and particularly the *Hiawatha*. He also designed railroad stations, streetcars, subway cars, a bus, and even a logotype that we used for years on *Railroad's* front cover and on our office stationery.

Your editor knew Otto Kuhler for more than 35 years as a personal friend and as a contributor to our magazine; and even after he moved from New York to the Southwest we kept up a fruitful correspondence with him. Almost everything Otto did was dramatic. His paintings of big steam in the West certainly are. They, at least, are his lasting monuments. Many of them are hung on the walls of museums. Somehow, the world seems smaller because he is gone.

DEATH has a pass-key to every door. Last July 29th he called on Rosemary Entringer, for 29 years managing editor of *Trains* magazine. She passed away in Milwaukee after a short illness. At various times she also served as managing editor of Kalmabach Books and of *Airliners International* magazine as well as editorial assistant on *Ships & Sailing* magazine. Before joining the Kalmbach staff in 1948 she worked for *Encyclopedia Britannica* and the *Milwaukee Journal*. Rosemary was one of our *Interesting Railfans*.

"I didn't ride a train until I was 15," she told us. "For the first few months of employment at *Trains* I looked upon railfans as strange ducks. They used unfamiliar terms, stayed up crazy hours of night to watch strings of boxcars rumble by, and collected pictures of locomotives that, in those days, all looked the same to me."

But she revised her opinion of the "strange ducks," and since then David P. Morgan, editor of *Trains*, had been counting heavily on her.

"Rosemary copyread and proofread literally millions of words and figures on railroading," he said. "Such luster as many of our bylines have was due in no small measure to her expert rewrite care. As for myself, I wouldn't let a line of my own copy get into print unless she saw it first."

SAMUEL L. PINSLEY died in Boston, Mass., at age 78 on July 3rd, at which time he owned four small railroads—in New Hampshire, Vermont, Kentuky, and South Carolina respectively. The first railroad he bought was the 11-mile Hoosac Tunnel & Wilmington—known as the "Hoot, Toot, and Whistle"—in Vermont.

THE CASKET was draped with a red neckerchief, the symbol of the true rail-riding hobo, as 150 young and old paid their last respects to the Hardrock Kid. The organist played "King of the Road" and then the Kid, born John Mislen on Feb. 7, 1905, in Trenton, N.J., made his last trip to Britt, about 70 miles away, where five times he was crowned King of the Hoboes.

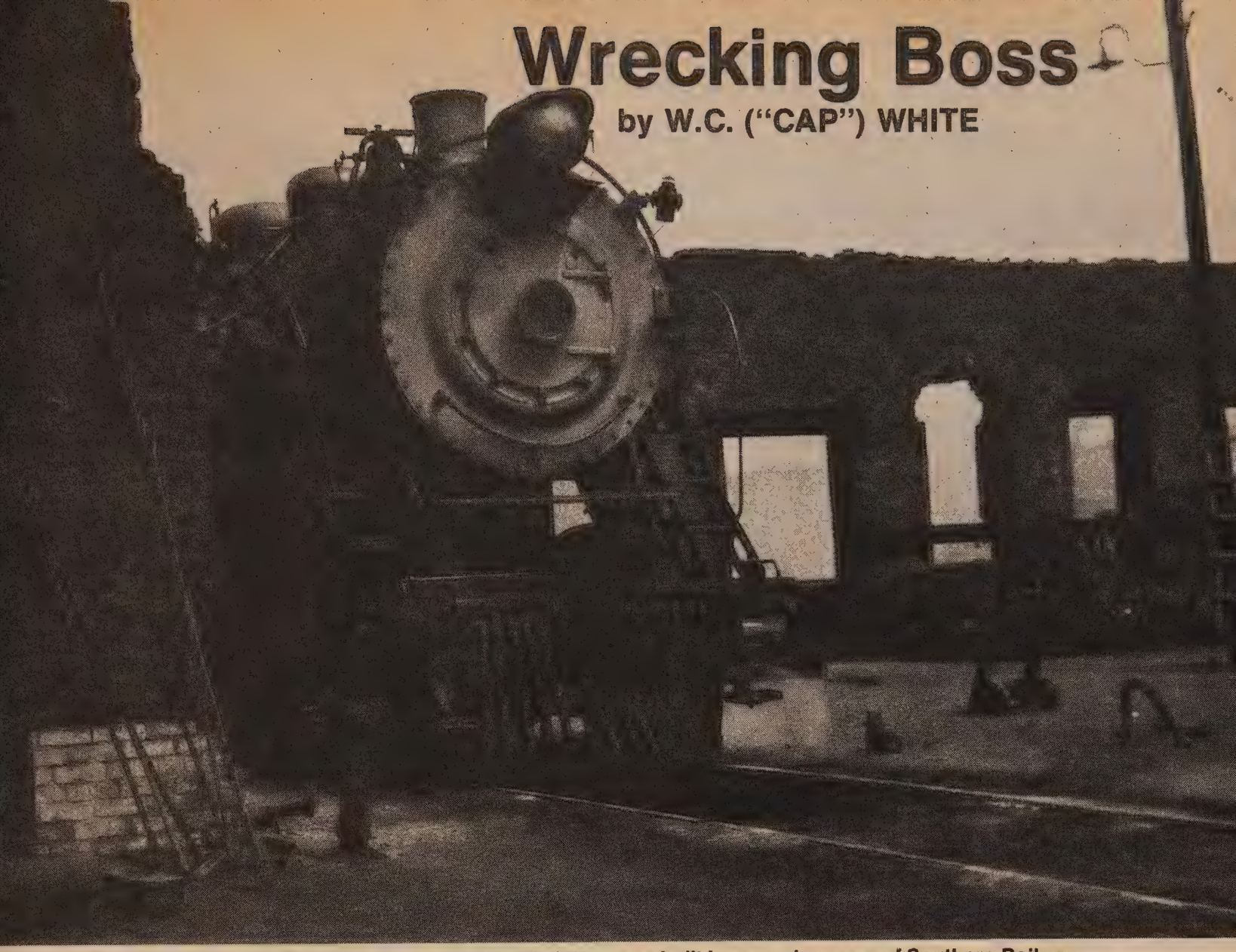
"You were his home. You were his family. You were his friends," the current hobo king, Steamtrain Maury Graham of Toledo, Ohio, told the mourners in the eulogy. He added that hoboes are a vanishing breed. There are only "about 40 real hoboes left."

The Kid died under a tree in the city park at Ogden, Iowa, on the night of July 27th. His slight body was found the next morning. ●

"The Eight-Wheeler," one of the many great etchings done by the late Otto Kuhler

Wrecking Boss

by W.C. ("CAP") WHITE



Roundhouse at Danville, Va., predating Civil War, was built by a predecessor of Southern Railway.
Photograph by the late Russell Buckhout

FOR THIRTY-SIX years I was on the "big hook" of the Southern Railway, and for 26 of them I was a wrecking boss. I worked on the Georgia, the Seaboard Air Line, the Central of Georgia, and the Atlanta & West Point, before any of them had such a thing as a big hook, originally known as a derrick. If I had to begin my life over again, I'd still follow the big hook.

I was born May 27, 1858, at Marthasville, Ga. When the Civil War started I was three years old; when it ended I was eight. Marthasville had become Atlanta just a short time before the War. Three railroads ran into it: the Western & Atlantic, which later became the Nashville, Chattanooga & St. Louis; the Georgia, and the Macon & Western, which later became the Central of Georgia.

There was plenty of building to do and I became a carpenter. I followed that trade until I was 26. However, in those days a railroad job was the highest dream of just about every youth, and I was like the rest. On December 30, 1884, I signed up with the wrecking crew of the East Tennessee, Virginia & Georgia Railway.

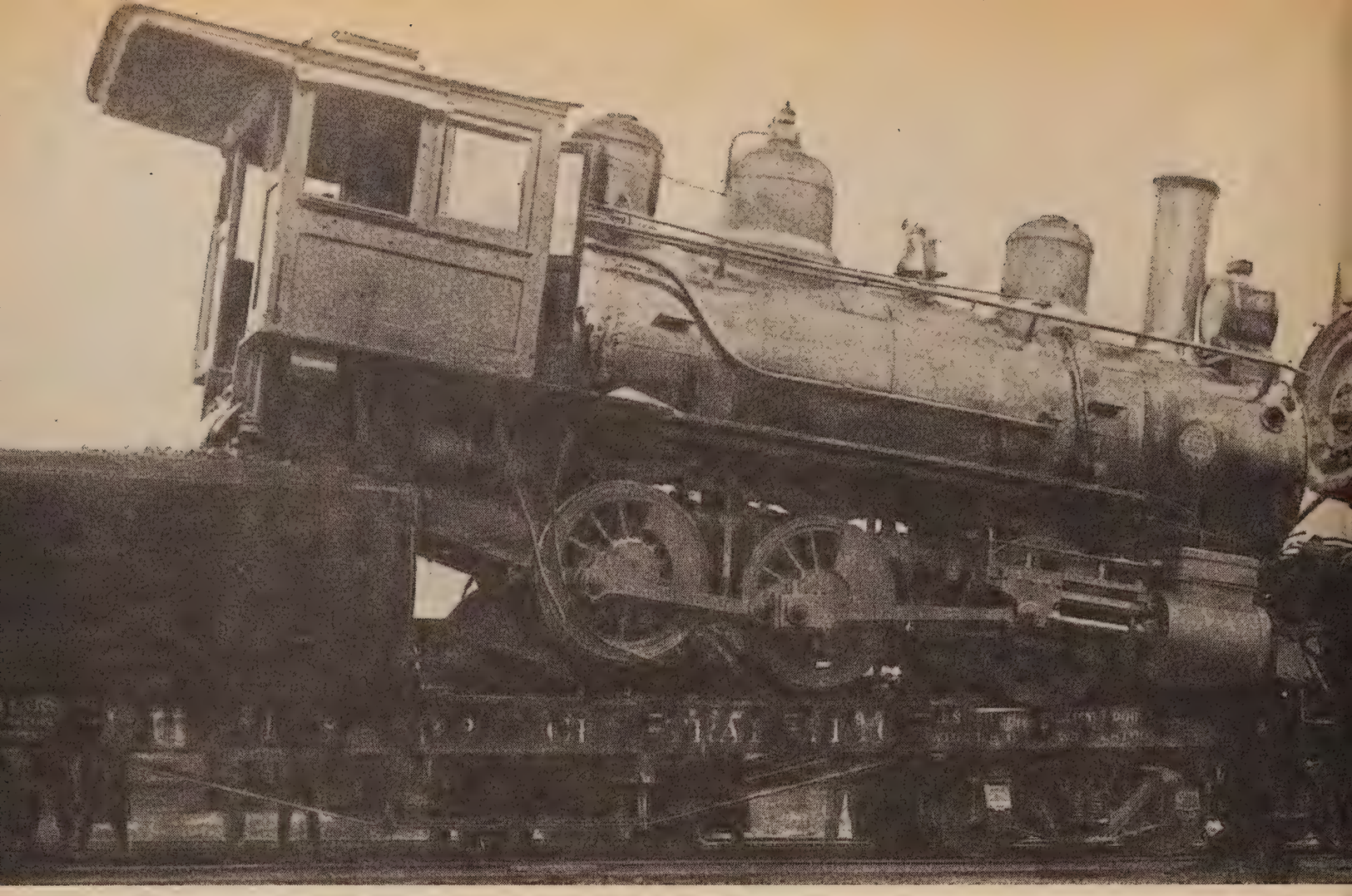
We were kept busy picking up cars and little kettles that tried to run over tracks that were sadly in need of repairs; trestles were rotting, and half the time we went unpaid for lack of funds.

Ten years later (1894) I was made wrecking boss, and the next year the Southern Railway was organized. My first big pile-up after I became master was the only one I was ever called to go to before the wreck actually happened. It came about this way:

Rube Mayfield, the oldest hogger on the old Richmond & Danville, had pulled the *Air Line Belle,* a famous two-car accommodation train between Atlanta and Toccoa, Ga., for over 20 years. He was a whistling fool, and everybody up there knew and liked him. It was said that he had planned to retire, but Fate dealt him a losing hand.

The collision occurred on the morning of June 14, 1900, at 8 a.m. There was no excuse for it, but the regular brass pounders were on a strike, and most anything could happen with the incompetents who worked the keys as strikebreakers.

Colonel Hodges was dispatching trains. He put or-



ders for a meet at old Belt Junction, now Armour station, between the *Belle,* headed south, and No. 12, a Richmond passenger run which left Atlanta at 7:30. Rube had the flimsy in his pocket, but the "31" meet order was on the pad at the junction to be delivered to No. 12.

No. 73, a fast freight, headed south ahead of the *Belle,* was making the junction, where it would meet the two passengers. The time was so close that flagman Ben Davis dropped off his caboose beyond the north mile board and flagged the *Belle.* This cost the poor fellow his life.

No. 12 was stuck two or three minutes while 73 was heading in, and why that fool op failed to deliver the order I don't know. He couldn't have possibly thought that the freight was the *Belle.* Anyway, when 73 cleared, old man Bill Davis, the hogger on No. 12, kicked off his brakes and left the junction.

Rube picked up the flagman and was running about 35 miles an hour when he came out of a cut, while Davis was hammering the 852, one of our first ten-wheeled passenger hogs, and was doing 40 across a long curved fill. Neither of the engineers could see the other until they were less than fifty yards apart.

The engines met with an awful wallop. Amazingly, no passengers were killed. Rube's hog was an Eight-wheeler. When she hit her, the boiler left her frame, sailed through the air and landed at the bottom of the forty-foot hill. Her wheels and frame fell across the track and 852 rode over them.

Hodges called me before they hit. "Cap, get to Belt Junction as soon as you can! The *Belle* and Number Twelve are gonner got together!"

It was only six miles away and I was there a few minutes after the collision. Nearly 400 passengers were milling around in a daze, some of them injured.

The flagman's body had been removed from the field, where he had gone with the cab, but Rube was missing. I finally found his remains under the running gear of his hog, where the ashpan should have been.

Rube's engine was so badly torn up that we loaded her on a flat. The 852 we sent in on her wheels. I turned the damaged baggage cars out of the way and had the main open in a few hours. Then I went after the tank and boiler of Rube's engine.

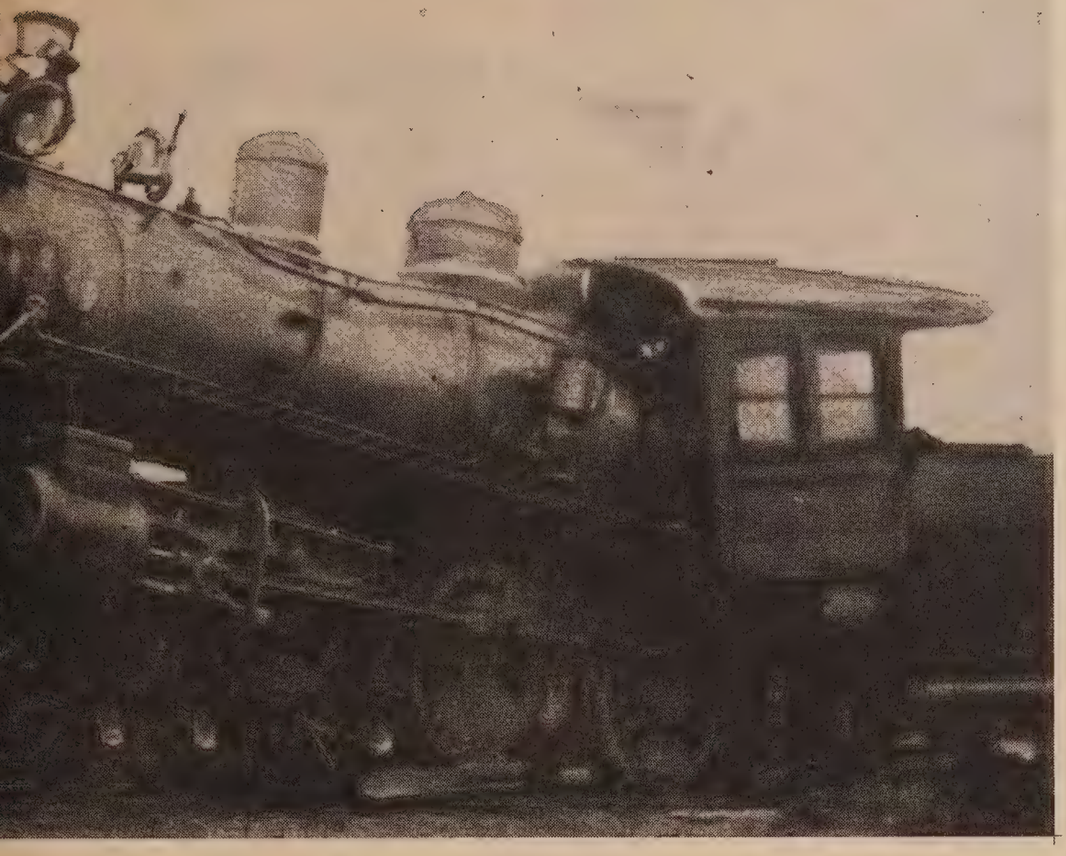
When I had time to listen to stories of the wreck, I was told that Bud Willingham, conductor on the *Belle,* and a quiet, matter-of-fact fellow, met the brass pounder who was as white as a ghost.

"W-w-where did you meet Number Twelve?" the operator gasped.

Bud looked at him a moment and then said, as if he was saying good morning: "Right out there on the main."

THE FIRST steam derrick in Atlanta was delivered to me from Spencer, N.C., in 1907. She was only a 50-ton machine, but she soon had to wrestle with No. 1285,

Back in 1910 this unique pile-up occurred in the Southern Railway yard at Hattiesburg, Miss. A Mississippi Central flatcar was coupled directly to a yard engine; she had a cornfield meet with a road engine, which pushed the goat upward and backward onto the flat.



a 180-ton Pacific, in the first big pile-up after her arrival, on the afternoon of January 7, 1908.

I didn't take time to ask the callboy where it was. I knew that the 1285 was pulling a test run that day over my old pike, the Chattanooga Division. The word spread like wildfire. Men were darting here and there to get the wrecker ready. A Consolidation 800's blower was tearing at her insides as she moved to the coal chute. A goat bumped into the big hook and snatched it out on the lead. The tool car, two cars of trucks and timbers, and a caboose were shoved onto it.

In less than thirty minutes engineer Walt Eason pitched his grip up to the deck of the hog and climbed after it. In less than an hour after the call, we were heading down the lead toward the main. Walt later said that a man climbed into his cab as he cracked the throttle and he thought that he was a newspaper photographer or reporter.

"Where in the hell are you going?" he asked the stranger.

"I'm going to the wreck."

"I'll be damned if you are!" the hogger replied, shutting off and reaching for his brake valve.

"I'm the G.M., and I want you to go to the wreck as quickly as it is safe to haul the big hook!" the brass collar told the astonished hogger.

"Why didn't you say so before?" Walt shouted, and widened her, nearly jerking the official down.

The stillness of death hovers over rails going to a wreck, for we never know what we will find. Many will refuse to go, as one brakeman did on this day. It is hard to find your buddies caught in a grip of steel, or scalded by the white death.

The newspapers stated that we made a record run to the wreck, and that Walt went through the yards at 45 per, as he rolled 'em toward Austell, ignorant of the fact that his best pal was pinioned in the cab of the overturned Pacific.

Walt Eason spotted the 800 at the water tank in Austell, where we'd get running orders to the wreck. Walt was oiling around when a rail came to him.

"Know who it is, Walt?" the rail asked, and then said: "It's Jim Edwards, and he's still in the 1285."

The cards were marked on Jim Edwards that day. A last-minute swap of hoggers in Chattanooga had sent him south on the 1285, instead of on the Ten-wheeler he finally ran north. Jim Edwards was a likeable fellow, good-natured and always smiling. While Walt stood dazed over the fate of his pal, the conductor came to him with their orders and warned the engineer he was carrying the big hook too fast. The brass collar spoke up: "Mr. Eason is carrying out my orders and I'm responsible for him!"

I reckon it is useless to say that we went to that wreck. The new derrick was swaying and bouncing on the track, swinging drunkenly through the reverse curves, and I didn't know what she'd do. It was the fastest I had ever ridden with the then strange derrick, but my thoughts were at Coppermine trestle, two and a half miles north of Hiram, where the second section of a tourist train from the Big Four lay with some of her passengers trapped in her cars, and with Jim Edwards pinned down in the cab of the 1285.

Walt hardly stopped the 800 at Hiram before he hit the ground and raced into the little waiting room of the depot, looking for Jim. He found him on the floor, along with H.D. Snapp, road foreman of engines and the black fireman, Moses Baldwin. Jim had just been brought to the little depot after being caught and held by the engine's brake stand for two hours.

Though his eyes were blinded, Jim recognized the voice of his pal as Walt stooped and spoke to him.

"It wasn't my fault, Walt, I ran 'er the best I knew how," Jim mumbled through his scalded lips.

It was bitter cold that day, with ice and snow covering the

ground, and I saw a tough job ahead of me that night when we moved down the track toward the wreck.

I DON'T know what went wrong at the trestle, but I found the 1285 nearly 100 feet from the structure, leaning on her right side against a twelve-foot bank and almost squarely across the main. I saw there was no chance for help with the engine. for the trestle was gone, and the train looked like a great snake sprawled in the swamp behind the hog.

The baggage car had stopped on top of the bank after knocking down an eighteen-inch pine tree. The five Pullmans sailed right and left, some breaking in two. The diner headed downward to bury its nose in the south bank. The rear end was raised by one of the sleepers, and the thirty or more passengers who were at lunch were dumped into the mess, with the chairs and tables piled on them.

Reese told me of the imprisoned passengers and how he had tried to get to them. It was dark now, and I ordered one of my Negroes to get the torches. By their light we could see the folks who had been in the freezing cars for three hours.

Though we waded in snow and ice up to our knees down in the swamp, we couldn't get into the sleeper and diner where they were trapped. I was yelling a blue streak, as I either drove the curious out of the way, or put them to work moving ties with which to build a crib so that we could get into the cars.

Shortly after daylight a brass collar came to me. "Cap," he said, with disappointment in his voice, "that Seaboard man says he's broke down and has gotta go in." He was referring to the Seaboard wrecker at the other end.

"Let him go on in! He ain't doing no good, nohow!" I told him. "I'll have the 1285 outta the way in a few minutes and will snatch them sleepers outta that hole while he's thinking about it!"

My son Frank was at the levers, and when he swung the Pacific around I nearly had heart failure and thought of what I had told the brass collar. The casting on the foot of the gib cracked. I yelled like an Indian to warn Frank. But by being very careful with the derrick we got the 1285 back on the rails and sent her to Hiram.

I had been on duty forty hours when the last sleeper was pulled out. A brass collar came to me again. "Cap, we gotta rebuild that trestle; you go and get some rest," he said.

"Rest hell!" I answered. "This main is gonna be open before I go to sleep!"

I'LL never forget the day back in 1911 when I headed in a smart alecky official and turned his tail lights, too.

I was picking up a yard goat at Peachtree Creek trestle, just south of Armour, after Dick Tedder had knocked her for a loop at 8 o'clock the night before. He was coming south on 11, a varnish, and when he rounded a curve, hogger Wayne Farris and the 1705 with a cut of cars was in the middle of the trestle.

Dick was rolling them, and there was no time to stop. He hit the goat like a ton of bricks, and she went off that 35-foot trestle, turned a flip to land on her back at right angles to the Seaboard tracks.

Farris and his tallowpot were thrown from the cab and killed in wreckage, but a bale of cotton saved Dick's life. When the 1231, a Pacific gal, slapped the goat out of her way, she waded into a carload of cotton.

That cotton got tangled up with her wrecked pilot and pony truck, skidded along the track and held the 1231 on the trestle. She wasn't damaged much, and we had sent her in, turned the 1705 and had her ready to lift when the brass collar shouted: "Cap, you can't lift that switching engine with this derrick!"

"The hell I can't!" I barked.

Sure, she was a 120-ton goat, and we only had a fifty-ton hook, but my boys had to know their stuff to stay with me. That was the last time the "old man" bothered me at a wreck.

THERE is an old belief among rails that accidents run in series of three. I have often known this to be true. Nine days after I cleared up the wreck of the *Air Line Belle,* I was called, shortly after 11 p.m., to go to Camp Creek, 29 miles south of Atlanta on the Macon Division, to pick up the most complete wreck of my career.

I wondered how anything could go wrong at the little creek. One of the strongest culverts in the South had replaced an old trestle, and no fears were felt for flood waters. But Fate rolled strange dice that day. It saved lives on one train, while Camp Creek's treachery took the life of Jim Sullivan and thirty-eight others, including twenty-five rails. Several crews were deadheading back to Atlanta.

Though Jim Sullivan was fight-

Southern passenger engine 1087 hit a cow August, 17, 1930, at Chapelles, S.C., and overturned, killing engineer James G. Price and fireman Jeff Holland.

ing the extra board, he didn't want to make that trip. Since the morning that I cleared up the *Belle* wreck, it had rained every day. On this Saturday morning a regular flood fell, and the section and bridge men were going up and down the pike trying to keep trains running. By night orders were out to examine all waterways before crossing the trestles.

Jim had pulled a drag from Macon that morning. When he saw the caller he dodged the boy, but after learning they wanted him to make an emergency run for Jim Pittman, he signed the call book and doubled back to Macon with a three-car varnish. (Jim Pittman thus cheated death once again. However, two years later I was called to clear up the wreck which cost *his* life.)

A cloudburst around 7 p.m. closed the mouth of the culvert, forming a huge lake on the west side of the track. The water rapidly climbed toward the rails 25 feet above the arch, but section men found nothing wrong at the culvert just before dark.

Jim was on time when he pulled into McDonough at 9:02, on his return trip from Macon; but No. 27 from Columbus, whose passengers he must carry into Atlanta, had not showed up.

The storm was still raging. Fifty minutes passed before word was received that 27 had returned to Luella, Ga., because of a washout at Indian Creek trestle. This fifty-minute wait was a wait order with death for all but nine on Jim's train. On the other hand, the damaged Indian Creek trestle saved the lives of every one on the Columbus train.

At 9:52 Jim kicked off his brakes to make the mile and a half run down the hill to the culvert. Jim Hunnicutt, track supervisor, was riding the tallowpot's seatbox, while members of bridge and section gangs were in the combination car with the deadheading train crews. Hunnicutt should have seen the lake from his side of the engine, but it was pouring rain, and the 836 had an oil headlight. Maybe the lake had fallen. I don't know. Nobody knows. And Jim Sullivan could see nothing because of a curve.

WHEN I reached the wreck at 2 a.m., the flashing lightning revealed the horror in the waters of Camp Creek. The 836 was in the water of the lake on the west side, still upright, and seemed to be trying to climb up the bank to the track.

The little kettle disgorged her firebox and set fire to the splintered cars, which burned like tinder. All the windows were down, and those who were not crushed were trapped in a funeral pyre. Not a soul escaped from the two cars or the engine.

The nine who survived the wreck were in the Pullman *Giraldo,* which veered to the right as it went down, crashing into the wreckage of the culvert, which kept it from being washed downstream. There were five men and two female passengers in the sleeper, and for over an hour the women were in water that nearly reached their chins.

The first to reach the wreck was a nearby farmer. He told me of a freight that had waited in the sidetrack in McDonough to follow the varnish down the hill, and of flagman J.J. Quinlan, of the passenger train, who rode the sleeper to protect his train against the drag. When the crash came, all of the lanterns were broke, and the rear door was blocked by tons of mud which had slid down the bank. The desperate flagman could see that his markers were still burning. He broke out a window, and grabbing one of them, climbed to the top of the leaning car.

Twenty-five feet above him

were the tracks, and he momentarily expected to hear the rumble of the drag. The bank was oozy as the water coursed down it and would break loose and slide with the slightest touch, yet the flagman gripped the handle of the marker between his teeth and started climbing.

I don't see how he did it. After tearing his fingernails in digging holes into the bank. Quinlan reached the track with the burning marker swinging from his mouth. He stumbled the mile and a half up the hill to McDonough. As he passed the drag, which I later learned was held in the sidetrack by an order, he swung his light and staggered to the depot. He opened the door and screamed just one word, "Wrecked!" before he fell to the floor from exhaustion and injuries.

The five men and a Negro porter climbed to the top of the sleeper. The next day I learned that one of them thought he heard the distant whistle of the drag, and when he shouted, "The freight!" they all became mad men. One tried to climb the bank, but slipped and fell into the torrent. He was lucky when he caught a willow tree downstream and waded out. This man brought the farmer to the wreck.

It was every one for himself that night. The women were forgotten. After the cry, the porter discovered the "whistle" to be the faint shouts of one of the women for help.

There was nothing for me to lift but trucks, twisted iron, and the badly torn up engine. When I tried to lift her, the boiler came out of the frame and I had to take her up in sections. The sleeper was in such shape that we stripped it and applied the torch. We worked nearly thirty-six hours before we had a trestle up and trains moving.

THE WRECK that took the longest time to clear up occurred about 6 p.m. on February 28, 1902, at Couch Creek, on the A.&F. division. It is located 39 miles south of Atlanta and, like Camp Creek, it drains a large territory. The trestle over the little stream was more than a hundred feet long and thirty feet high.

Hogger Allen Matthews left Atlanta at 4:10 on the 1002, an Eight-wheeler, pulling a three-car passenger train. He had orders to tie up at Williamson, five miles below Couch Creek, due to a washout.

A short time before the train reached the trestle, a mill dam broke, and this water added to the flood, washed out part of the trestle. As Mathews swung through a cut less than a quarter-mile from the creek, a dislodged boulder tore off the gangway step on his side of the engine. He stopped, backed up and he and the tallowpot loaded the step on the tank.

It seems this might have warned the old man, but he let the 1002 go. She went off the middle of the trestle on the right hand side and disappeared in the water. The combination baggage and mail car fell downstream. No passengers were seriously hurt, but the mail clerk, baggagemaster, engineer, and tallowpot were drowned.

That was the biggest little job I ever had. We had to get the 1002 up before the bridgemen could rebuild the trestle. She was out of sight, with rain falling each day. We camped three weeks before we had the hog back on the main. We had to build cofferdams around her, and when the water was low enough we changed the course of the creek, placed five boilers and pumps in the swamp, and went to pumping water. Including my gang and the bridgemen, there were nearly fifty of us on the job.

At the end of the second week we had the water almost low enough to turn the 1002. During the night another flood came, and the next morning the pumps had vanished. I was beginning to think that we'd have to leave the engine in her grave, but finally, on the 15th day, we had pumped out all the water possible. I slung chains around my shoulders, waded into water up to my chin, and fumbling around in the cold water, I got her chained up. I was almost ready to shout with joy when we turned her on muddy drivers.

OUTSIDE of a smashed finger I got on April Fool's day of 1905, I have been hurt only once. That once was when I got knocked on the head by a bridge brace, and I was stuck in a hospital for three days. Worse yet, my wife made me stay home for two months!

I was sick only once, and that was during the flu epidemic in 1918. On the afternoon of October 1, during my convalescence, I was sitting on my porch listening for Bill Rentz's whistle as he came in on No. 24 from Macon. As time passed and I failed to hear him blow, a strange feeling came over me. It wasn't long before I saw the callboy.

He reached the porch, excited and pumping air like a big-holed hog. "Cap, Mr. Markham said for you to go to Ellenwood if ye hadda go in a rollin' chair! The 1326's run halfway out of the county!"

I went down there, but I didn't go in a rolling chair.

I GAVE UP the big hook finally on September 1, 1920. It was one of the saddest days of my life. I've been working at the South shops ever since.

Though the wail of the wreck signal has passed out of the picture, and the big hook no longer stands at attention, ready to answer the wailing call of death and disaster, I still live on the deck, in the glare of flaming torches, while the steel cables sing in my ears. But I no longer have to wade in water up to my chin to hook chains around a wild hog, or struggle to remove helpless souls from splintered wrecks. For me, those days are gone. The big hook still stands in the yards, cold and lonesome, as she waits for calls from engines that seldom go wild. ●

RALPH E. FISHER

Interesting Railfan No. 179

by FREEMAN HUBBARD

DURING THE LATE 1940s and early '50s Ralph E. Fisher was a brakeman for the Boston & Maine on the New Hampshire Division spare board at Mystic Junction and, like all spare men, worked freight and passenger service on all divisions. Until recently he was curator of the Museum of New England Heritage at the Edaville Railroad in South Carver, Mass., near the thick end of Cape Cod, and he has written *Vanishing Markers*, a richly authentic new book of B&M memories—rail lore in the latter years of steam, when diesels were beginning to show up in considerable numbers. For all these reasons—the railroading, the curatorship, and the book—we are proud to add him to our list of *Interesting Railfans*. He says in *Vanishing Markers:*

A look at the old rule book or employees' timetables I've saved brings back the memories as vivid as ever—of riding night freights with a galloping, blasting 4100 on the head ends; or the days and nights on steam switchers with their bucking, rolling motions; and the buggies, not only the homey wooden ones but the newer steel one . . . I can recall as clear as yesterday:

The first engine I worked behind: the 3715 *Kwasind*, a P-4 4-6-2, one of the few B&M engines with names.

The clouds of steam surrounding the engines of commuter trains on frosty mornings.

The homey smell of kerosene burning in the switchstand lamps.

The reflection of red and green signals on steel rails.

The telegraph sounder clacking away in stations and yard offices, and the Prince Edward tobacco-can resonators the operators always stuck behind the sounders.

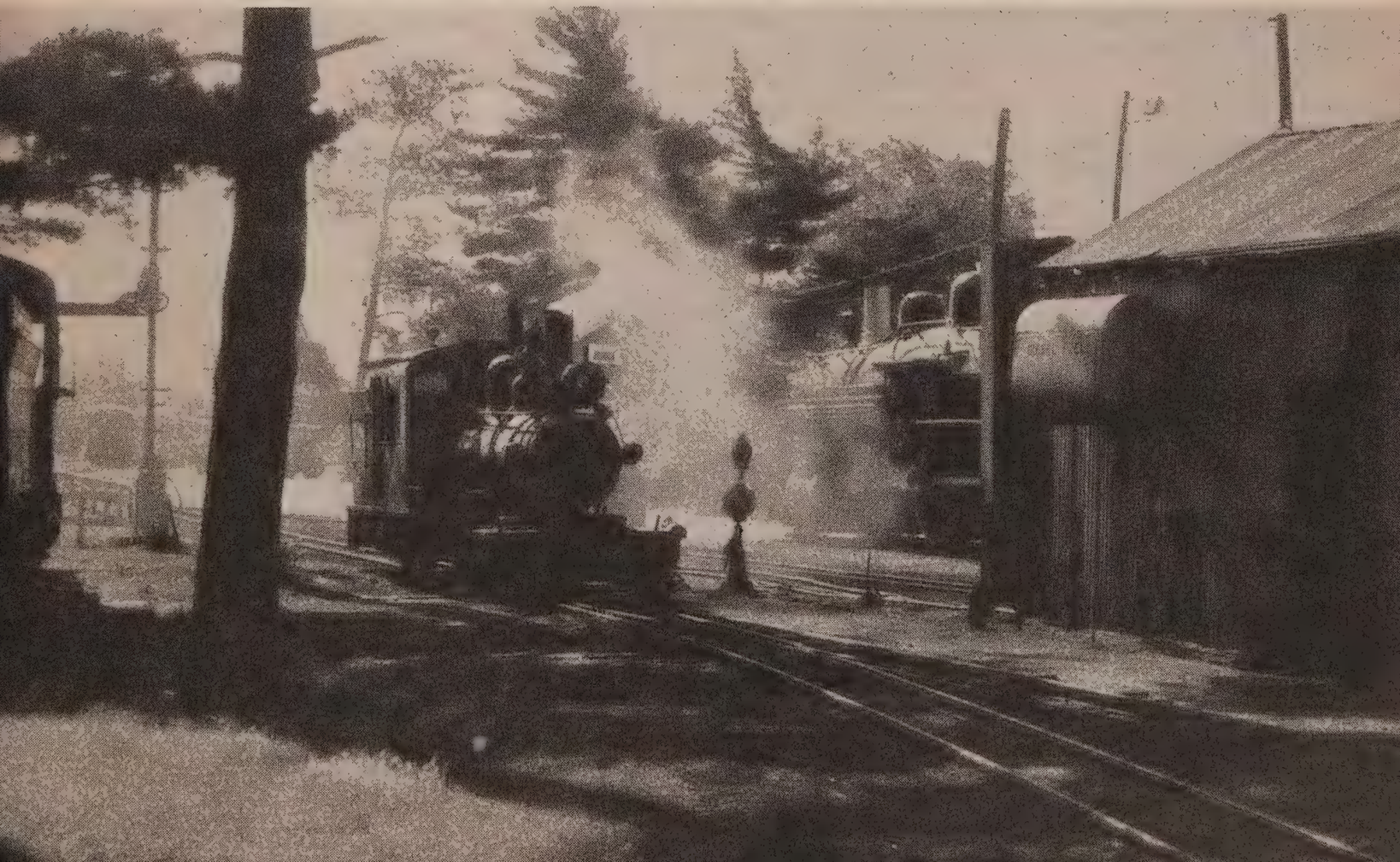
The smell of soft coal smoke.

The whine of steam turbo-generators providing current for headlights.

The marker lights of passing trains, watching them get smaller and smaller back down the track, then flick out around a curve, or just disappear in the night.

As a boy, Ralph lived in Massachusetts. He was born March 4, 1920, in Malden during a blizzard which piled snow so deep that you could have seen only the tops of the trolley cars silently going by. Later, the family moved to Lynn and from there to Saugus, where he attended high school, and met the blue-eyed darling

To Edaville Railroad visitors, this is a familiar scene. Ralph Fisher made the photo in 1976.



who is now his wife, and where his brother Bob first saw the light of day. His father was an engineer in the General Electric's Turbine Division and retired a few years ago. The lad's great grandfather, Charles Fisher, was a locomotive engineer on the Boston & Lowell and later on the Boston & Maine.

"When I hired out on the Boston & Maine as a freight brakeman," our subject recalls, "I caught my first job with an old conductor who was rather hard for new men to get along with. For a while he and I had a little friction—until he asked if anyone in my family had ever railroaded. When I told him about my great grandfather, he asked, 'You mean Charlie Fisher from Stoneham?' 'Yes,' I said. That impressed him. 'Well, I'll be—' and after that it seemed I couldn't do anything wrong."

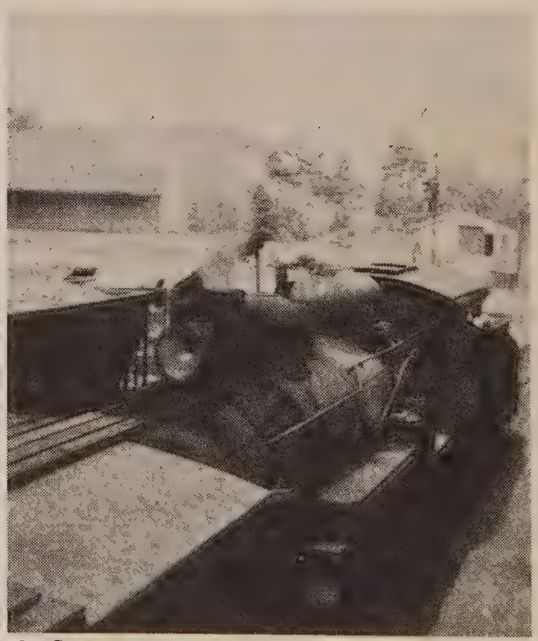
Ralph E. Fisher used to work for the B&M and has written a book about it.

Photo from Stephen Green Press (c) Ralph E. Fisher

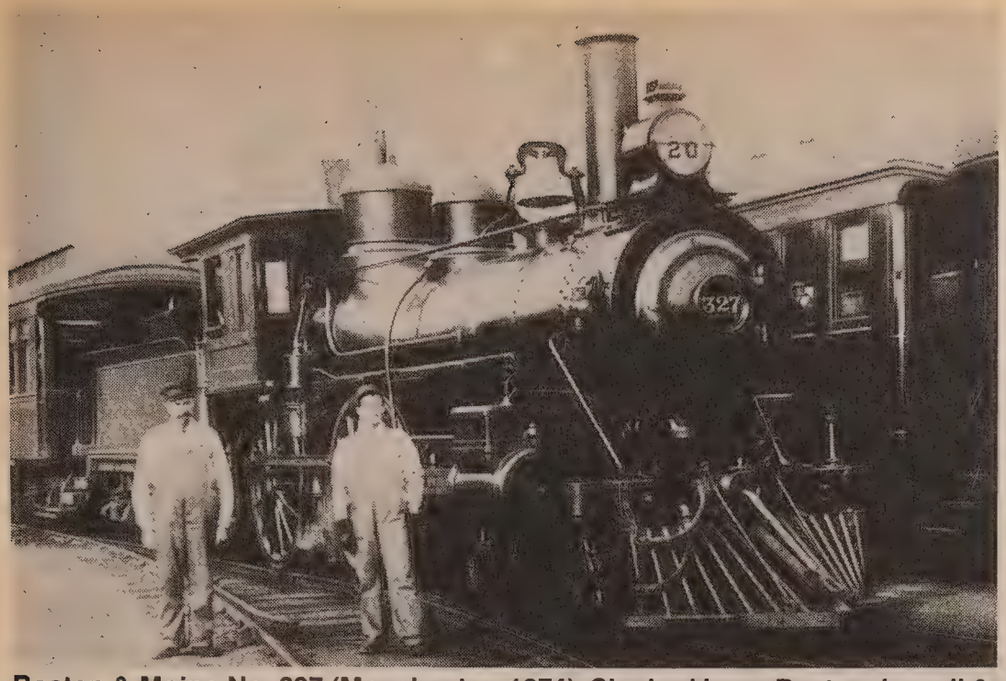
GREAT-GRANDPA had two railroading sons: Frank, a fireman killed in a switch-engine derailment, and George, Ralph's grandfather, who was a freight agent for the Portland & Rochester, later for the B&M, and still later night watchman at the B&M enginehouse in Reading Highlands, Mass.

"I often heard stories about railroading in and around Rochester, N.H., where grandpa first worked," our *Interesting Railfan* tells us. "The whole gang would go up to Milton, N.H., late Sunday afternoon to ride the ice train down from Milton Three-Ponds. Those ice cars had four wheels, hand-brakes, and link-and-pin couplers. As the run was mostly downgrade from Milton to Rochester, the extra men were needed to control this train on the descent. Almost invariably, the bobbing four-wheeled cars would cause the train to break in two, maybe three. On such occasions the engineer took the cars he still had attached to the engine and ran on ahead of the detatched hind end which was still coming along with hopefully enough of the gang on top to ride the hand brakes. He'd whistle for the switchman in Rochester to line the iron and pretty soon the rear end came drifting in."

Ralph remembers the days of long ago when he lived in Lynn at ages four and five and the narrow-gauge Boston, Revere Beach & Lynn, a passenger operation, was the family's usual means of getting to Boston. As Lynn was the railroad's terminal, he saw, heard, and smelled such



The first photos Ralph ever made were views of Boston & Maine's Saugus branch in 1937.



Boston & Maine No. 327 (Manchester, 1874). She had been Boston, Lowell & Nashua 59, then Boston & Lowell 27, and was B&M 667 when scrapped in 1915. Man at left was *Interesting Railfan's* greatgrandfather, Charlie Fisher.

activities as engines backing out trains or being turned amid steam, grease, and noise—things a small boy thrives on. True, it was only a shortline, but to his wondering eyes it was magnificent.

"At that time," Ralph comments, "small boys knew more about engines and trains than kids of the present generation know about jet planes and rockets. As you might guess, because of my family background we could have had a sign on our house saying, 'Railroad Spoken Here'."

EVEN TODAY, railroad men have a language of their own. This was particularly true many years ago, as the author of *Vanishing Markers* makes clear in his book:

I have to write about railroading in the words we used on the job, because that's the way I still think about it. About how we hardly ever uncoupled cars but "pulled the pin" or "got the pin" or "made a cut." To put on the brakes the engineer "went for the air" or "pinched 'em down," while, on the caboose, we could do the same thing by "pulling the air"—apply brakes, that is, by opening a valve connected to the train line. We'd "get the iron" more often than "throw a switch." On the B&M, the direction of a train was either "inward" or "outward," depending on whether the train was headed toward or away from Boston. However, on the job we'd say instead, "northbound," "castbound," and so forth.

I suppose there were some terms in railroad talk used on all railroads, like "iron" for "track," and "motion," meaning to signal with hands or a lamp to direct a train movement. But the B&M had its own common usage. Take the word "caboose" as an example. I've seen glossaries of railroad slang giving a dozen words for it; we almost always called it the "buggy"—occasionally the "hack" or the "clown's tent"—and that little structure on top, the cupola, was always the "monitor." I think the following goes for all New England, too, but on the B&M, anyway, we had engines rather than locomotives.

Ralph grew up in an atmosphere of railroading—serious railroading, not railfan stuff, not something to throw rocks at nor to steal parts from for a collection of railroadiana. As a high school student he began reading *Railroad Magazine*. He says it appeals to him because it is written and edited by and for railroaders. But he has taken relatively few railroad photos.

Wreck of a westbound freight train on B&M's Fitchburg Division in Waltham, Mass., in 1975.

Photograph by Ralph E. Fisher

Builder's plate on Edaville No. 8 was photographed in 1971.

Motive power on the two-foot-gage Edaville at South Carver, Mass.

Both photos by Ralph E. Fisher

In the early 1940s he dwelt in Hartford, Conn., and belonged to the Hartford Society of Model Railway Engineers. Becoming acquainted with a friendly locomotive engineer on the New Haven's Boston-Hartford night passenger run, he used to ride the engine occasionally from Hartford to the East Hartford enginehouse, where he photographed some of the motive power without learning until later that taking pictures in wartime was forbidden. His more recent photos concentrate on details rather than the common wedge—shaped shots that many fans prefer.

"I detest the usual railfan prints with heads hanging out of car windows and baggage-car doors," he says.

RALPH LACKS an inch of being a six-footer. He weighs about 190 pounds, has blue eyes and gray hair, and dresses conservatively. After graduating from high school, he studied aircraft mechanics at a trade school for two years and then went to work for Pratt & Whitney Aircraft in East Hartford, testing aircraft engines. He was in the U.S. Navy during World War II and the Korean War and in the Naval Reserve in between the two wars. One of his unique experiences was being in a blimp squadron and flying many hours as flight engineer in airships he loved. He is also greatly interested in steam: locomotives, boats, engines, heat—if it's steam he goes for it.

Upon completion of his Navy service he hired out to the Boston & Maine. For seven years as a trainman he covered just about every kind of freight job out of Boston, both head end and flag on all the divisions, including the New Hampshire, Fitchburg, Portland, and Terminal.

Steve Cook of Saugus writes: "Ralph Fisher still smiles when he recalls the night he was backing off a string of freight cars on PB4 South from Riby to Dover, N.H. He had just gotten onto the bridge over Broadway in the rear of Stoney's diner. As he swung his lantern from atop the moving cars, its pot, wick, and burner flew wildly to the street below and left Ralph holding the globe and bail. The lantern was the type with the snap-in burner. I wish I had gotten a picture of that predicament."

In addition to freight and passenger, our *Interesting Railfan* worked snowplows, extras, work trains, and even circus specials. As head shack he rode every type of engine on the B&M roster from 0-6-0 switchers to the mighty 4100 Mountains and diesels. He carried the flag on numerous jobs and slept in many a buggy away from home. But when the RDC's came and passenger jobs were cut off, he went into the scientific and technical field to support his family.

His lifetime romance is the former Pauline ("Polly") Tolman, a pretty brunette whom he married in October, 1941, after graduating from trade school. They live at 108 Pembroke Street, Kingston, Mass. 02364, and have two sons: Bruce, 34, a coast and harbor pilot with a master's license, unlimited tonnage, all seas, and David, 32, a Navy lieutenant.

POLLY IS ABOUT 5 feet 4 inches tall and weighs 144 pounds. Professionally, she is certified as a surgical appliance technician, working in a local pharmacy, in hospitals, nursing homes, and private dwellings. She is not interested in railroads, although her uncle was a towerman at Danville Junction, Maine, for either the Grand Trunk or the Maine Central.

"I first met Ralph in 1938," she recalls. "We were attending the same high school and he sent me a note which intrigued me. Much of my married life has been a waiting game—waiting for Ralph to come home from a night freight or a fact-finding jaunt or some other adventure—but our two sons did much to keep our home lively.

"My husband is a man of strong likes and dislikes. He is a private

sort of individual, often keeping things to himself for long periods of time. But with the right audience, he rambles on and on, being a good story-teller. For years we were active in a local theater group, the Kingstowne Players (now out of existence). Ralph excelled in both on-stage and back-stage activities. My own part was always back-stage: make-up, costumes, props, and so on."

He is not a sports fan but enjoys hiking on mountain trails. He rarely goes to movie theaters or watches TV. Most commercial television, he says, is "geared to the intellect of a 10-year-old." Neither fishing nor hunting turns him on. He takes pleasure in classical music and has a good number of recordings. Like President Jimmy Carter, he is a "born-again Christian" and favors everything meaningful to Christianity.

HIS PASTOR, the Rev. George S. Buhl, Mayflower Congregational Church at Kingston writes: "Ralph is unique. I can't say I've ever met a man who is knowledgably involved in so many different occupations. He has a round face and short neck, and often in a group he looks out of the corners of his eyes rather than turning his head as often as other people do. This gives him an owlish look. We've learned to watch him and listen expectantly for his short laugh in response to some remark, followed by a chuckle which often prompts one of his conversational nuggets. His involvement in church life includes having been a deacon, serving as chairman of the Men's Fellowship, and singing in the choir and as a soloist."

In addition to railroads and aviation, Ralph Fisher has a major interest in ships and the sea. One of his grandfathers was a railroader in his early days and then a marine engineer involved in towboating and diesel yachts. His other grandfather went to sea in the seal industry off Labrador, and his mother had a grandfather who skippered square riggers.

Ralph has done considerable research on steam navigation in Boston Bay, has written a good manuscript on this subject, owns a fair-sized marine library, and is a member of the Steamship Historical Society of America. At one time he was a marine superintendent for an oceanographic company and operated their 40-foot boat on research projects.

His brother-in-law, Frederick E. Tolman, who has known him for about 35 years, comments: "Ralph is very interesting because of his thirst for knowledge. He has great drive and follow-through. One of his ambitious projects was to walk the entire seacoast of Massachusetts north shore from the New Hampshire borderline to Boston. This included thorough investigation of wharves, piers, and offshore islands. From local people he learned much local history and he observed unusual land forms and the sea's effects on them. The project took many week-ends, holidays, and vacations over several years, sometimes accompanied by his wife and two sons."

"I put the book together," he tells us, "to give readers an authentic look at B&M operation—not glamorous material nor storybook stuff, but the real meat. Railroading from a trainman's viewpoint. Never mind the high finance or corporate set-up. I've tried to tell it like it is."

And he did, too. We've already quoted two examples of the book's literary style. Here is another one:

> Now, to hand-fire a stoker-fed engine is somewhat of a stunt. The firebox itself is half the size of the living room at home. The firedoor is too small and set too high, and the coal pile far away. Furthermore, a light engine is hard to keep hot because it doesn't work hard enough to keep a good draft going. Add to that an engine with other ills, not the least of which are a number of steam leaks, and you have some deal.

GORT WILBUR, associate editor of *Railroad Magazine,* gave *Vanishing Markers* a ten-inch review in our February issue. It's a great book dealing with Ralph's personal recollections of railroading in New England, with a wealth of human interest, some humor, and accurate details. It is, indeed, the best volume of its kind we've ever seen. Printed in easy-to-read type on high-grade, non-glare paper, 126 pages, it includes a glossary of rail lingo, photos, roster, drawings, diagrams, maps, and even signal installations printed in color. Published by Stephen Greene Press in Brattleboro, Vt., to sell at $14.95, it may also be had from Railroad Magazine Book Service.

Another quote from the book:

> For anyone who likes "stack talk," the place to be is in a buggy with a K-8 pusher working behind. There isn't much said around the buggy at that time because nothing can be heard. After a few miles it comes as a relief when the pusher is cut off.
>
> We used to cut the pusher off "on the fly." We had a long iron rod bent in such a way that we could reach down with it and close the angle cock on the rear of the buggy. When it was time to drop the pusher, we'd get out on the rear platform and carefully close the angle cock. Then we'd get the pin and motion the pusher engineer to shut off. This he'd do, and, when he dropped off, the air hose would part and his air would slow him down while we went on our way. It's best to be hanging on at a time like this because we know there'll be a lusty jerk when our slack runs out.

There are few railroad books in Ralph's library, but he does have files of *Railroad Magazine, Live Steam*, etc., also B&M employee timecards and rule books. Most of his personal reading is nonfiction and technical.

"Railroads are the butt of many jokes," he says disapprovingly. "I'd like to see the jokers out on a 125-car freight train in mid-winter trying to get over the road on some kind of schedule." ●

INFORMATION BOOTH

ASK BARBARA: **Railroad questions are answered here—as many as space permits. Address Miss Barbara Kreimer, *Railroad Magazine*, 420 Lexington Ave., New York, N. Y. 10017. No questions will be answered by mail or telephone.**

1. How many major Conrail classification yards are there?

Fifteen, located at: Conway (Pittsburgh, Pa.); Enola and Rutherford (Harrisburg, Pa.); Selkirk (Albany, N.Y.); Buckeye (Columbus, Ohio); R.R. Young (Elkhart, Ind.); Frontier (Buffalo, N.Y.); Avon (Indianapolis, Ind.); DeWitt (Syracuse, N.Y.); Allentown, Pa.; Stanley (Walbridge, Ohio); Meadville, Pa.; Livernois (Detroit, Mich.); Sharonville (Cincinnati, Ohio); and Cedar Hill (New Haven, Conn.).

2. What part of SP comprises the old El Paso & Southwestern?

The original road that became the EP&SW, running between Fairbank and Bisbee Jct., Ariz., was built by the Arizona & Southeastern, 1888-'89. The EP&SW, Inc., running between Tucson Ariz., and El Paso, Texas, has been part of the Espee family since Nov. 1, 1924.

3. When did the Shay, Heisler, and Climax logging engines reach their peak of popularity?

These geared locomotives popularity peaked in the 1920s. In 1927, no less than 825 of them were in use in West Coast logging operations alone. The last Lima Shay came out of the factory in April, 1945. Visitors to the B&O Museum of Transportation at Baltimore during the 150th birth-year of the Baltimore & Ohio, or at any other time, will see her on permanent display.

4. Name electric lines operating in Illinois and Indiana in mid-1940s.

Illinois: Aurora, Elgin & Fox River Elec.; Chicago, Aurora & Elgin; Chicago, North Shore & Milwaukee; Chicago Rapid Transit; Chicago South Shore & South Bend (Ill. & Ind.); Chicago Surface Lines; Chicago & West Towns, Ill. Power Co.; Ill. Terminal; Rock Island Southern, and St. Louis & Belleville Elec.

Indiana: Cook Transit Co.; Evansville & Ohio Valley; Gary Rys.; Home Transit, Inc.; Indiana Service Corp; Indianapolis Rys.; Marion Rys., Inc.; New Albany & Louisville, and Southern Indiana Ry.

5. Were any car or locomotive builders ever located in the Canadian Maritimes?

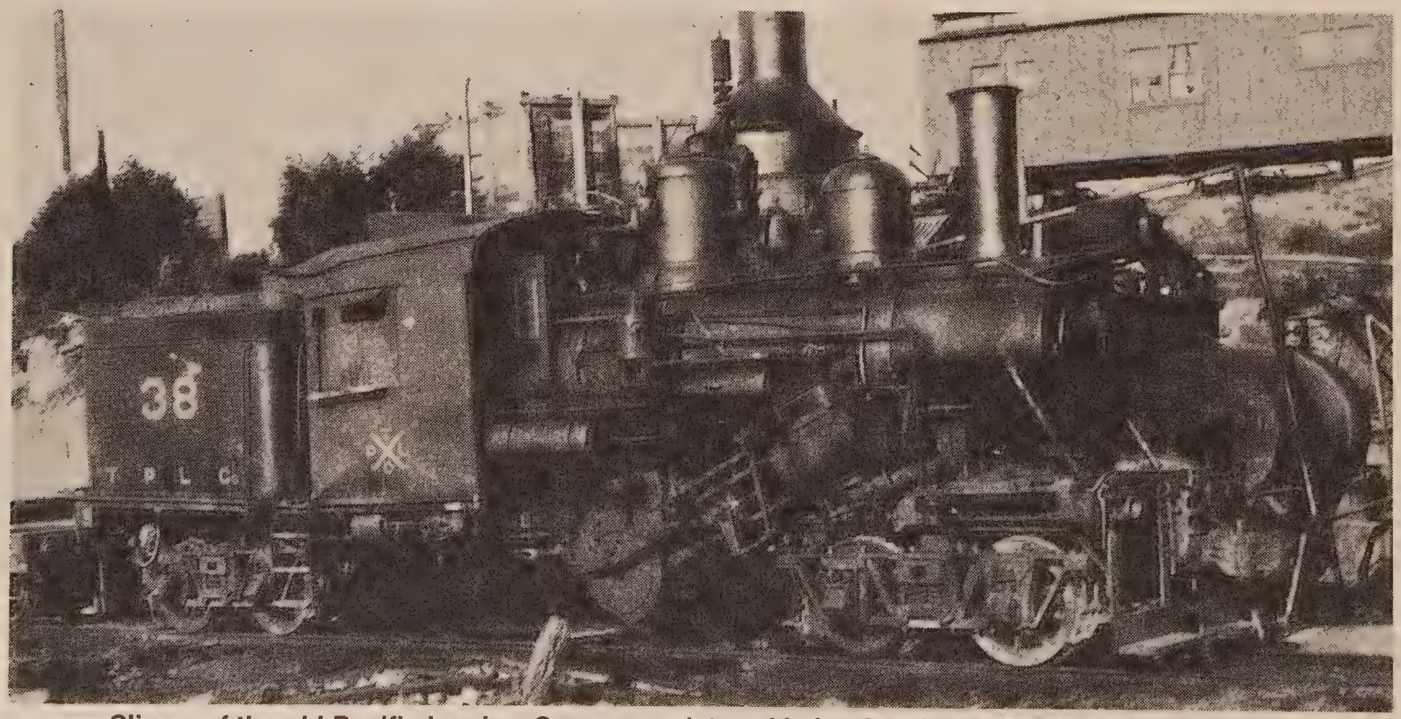
Yes; several in Nova Scotia, including locomotive builders Montgomery Iron Works, of Halifax, and Rhodes, Curry & Co., of Amherst. Rhodes, Curry & Co., which in 1909 became the Canadian Car & Foundry Co. of Montreal, was among Canada's first builders of railway cars. One of the best known companies was Eastern Car Co. of Trenton (now a division of Hawker-Siddeley), which opened on June 12, 1912. It was Canada's first venture of a primary steel-producing company (predecessor to Dominion Steel & Coal Corp.) to go into the railway business. The company's shops cover about 80 acres, and it has employed an average of 1000 men in the workshops. By 1967, production reached 60,000 cars. Thanks to David E. Stephens, author of *Railways to Nova Scotia*, for this info.

6. I'm a Denver & Rio Grande Western yardmaster. In July, I took my vacation pay while I was hospitalized for an operation. Can I also receive sickness benefits?

Sickness benefits are not paid for days during which an employee receives wages, pay for vacation, pay while sick, or pay for time lost.

7. A poem that I haven't seem for a long time is "The Sleeping-Car Tumbler." I don't know who wrote it.

We don't, either, but here it is:



Climax of the old Pacific Lumber Company, pictured in her heyday at Freshwater, California.

Photograph by John P. Carrick

Heisler (geared) engine of the Mud Bay Logging Company near Olympia, Washington, had a rare kind of stack. Maybe some reader can tell us about it.

Photograph by the late Fred Jukes

Have you loitered in the smoking room
Of a palace sleeping car,
Keeping tab upon the water tank
As you smoked your last cigar?
Have you observed the tumbler?
Has it occurred to you
The many different uses that
People put it to?

Here's a fellow with the colic,
His face is pale and drawn,
Pours paregoric in it and
Bids his pain be gone;
Next comes a bilious drumer,
Who at the tumbler halts
And fills the vessel blithely
With a slug of Epson salts.

He's followed by a person
With a customary whim
That a seidlitz powder nightly
Is just the thing for him;
And on his heels comes someone
Who fancies something hot
And takes a swing of Radway
To touch the chilly spot.

One takes a morphin tablet
Which the tumbler has to drown;
Another drinks a bumper
To help a blue pill down;
One mixes up a gargle
And one a meon squash;
Another gives his mouth a bath
And then his teeth a wash.

One fills his fountain-pen thereat;
Another, then and there,
Takes a bottle from his pocket—
A mixture for his hair;
He puts a spoonful in the glass;
A thousand miles from home.
At sixty miles an hour
He makes his own sea foam.

And twenty-seven other men
At various stages try
To send themselves to dreamland
With a thimbleful of rye.
And just as many other chaps,
You may count them if you watch,
Will use that willing tumbler
For a thimbleful of Scotch.

You may talk of golden beakers;
You may boast of pewter mugs;
You may chortle over tankards
And rave of silver jugs;
But there's not a drinking vessel
In a beanery or a bar
That's in it with the tumbler
Of a palace sleeping car.

8. Tell me about the Atlanta & St. Andrew's Bay Ry.

This line, owned by International Paper Co., was incorporated Feb. 14, 1906, and opened July 15, 1908. It operates freight and TOFC service 81 miles between Panama City, Fla., and Dothan, Ala. Passenger service was discontinued July 15, 1956. Connections are made with the Seaboard Coast Line, Central of Georgia, Louisville & Nashville, and Hartford & Slocomb. The line hauls pulp paper products, chemicals, and general commodities. It has 10 locos and 338 hopper and pulpwood cars.

9. Did Washington State's Port Townsend Ry. ever have a Whitcomb diesel?

Yes, No. 11, a 65-tonner, 550-hp, B-B, with 32,000 tractive force and weighing 130,000 lbs.

10. What is an insulated tank car?

It's a car equipped with insulation and jacket offering thermal protection to lading. If it also has heater pipes it is referred to as an IHP car. Or if it has insulation but no pipes, it is an INP car.

11. When did Canadian Pacific finally take over the Toronto, Hamilton & Buffalo Railway?

On April 19, 1977, Canadian Pacific Limited concluded a final agreement with the trustees of both the Penn Central Transportation Co. and the Michigan Central R.R. Co. as well as the Canada Southern Ry. Co. Purchase price of the shares was about $6.5 million. Under the agreement, Canadian Pacific purchased 20,120 shares from Penn Central, 11,810 from Michigan Central, and 7,525 from Canada Southern. These, added to previous holdings of 14,695 shares, gave CP 100% ownership of the TH&B.

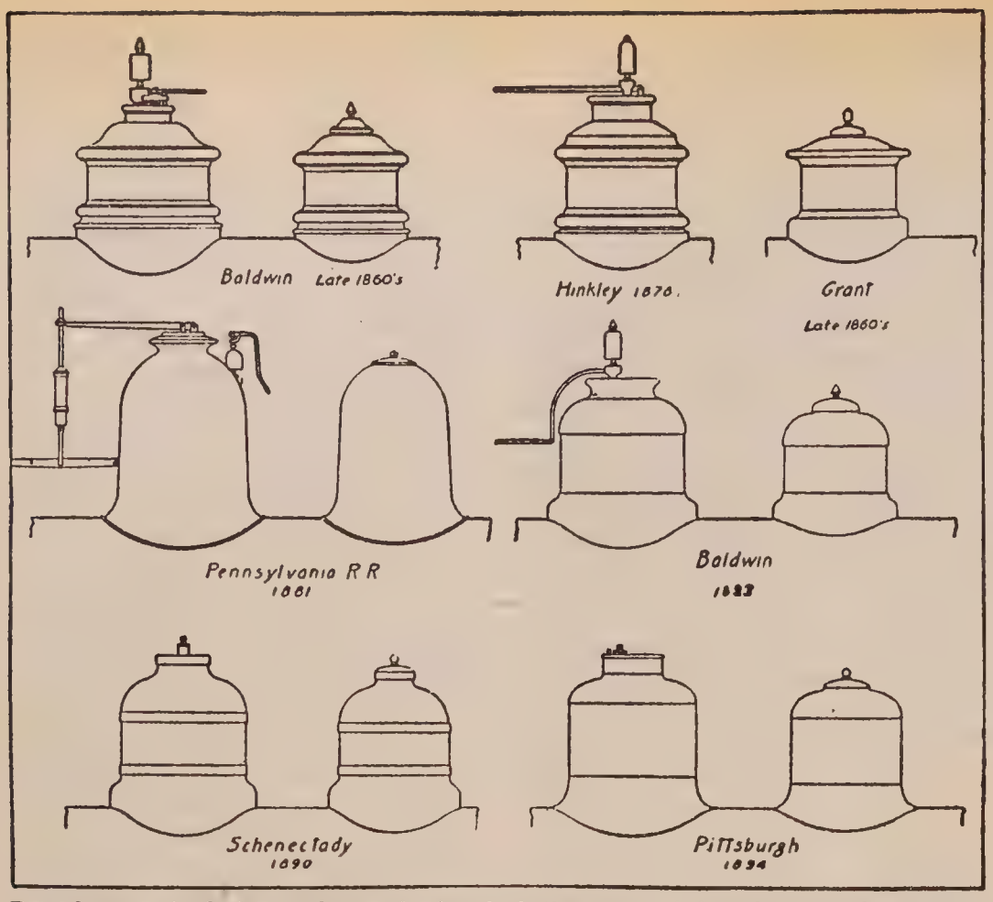
12. How did the shape of the steam dome on oldtime locomotives help in identifying the builder?

The steam dome was one of the more obvious details by which you could tell one engine from another. The Baldwin round-topped dome was a familiar object for over half a century. During the 1870s and '80s, designers used the moulding pattern with the ogee top for the dome, with variations. Baldwin, Mason, and Schenectady stuck close to the classical line, while Rogers and Brooks were partial to fluted or corrugated dome tops. Several early McQueens (Schenectady) were fashioned with smooth English-type dome castings.

About 1883 Baldwin introduced the round-topped dome, which became popular not only as a Baldwin type but also as a basic design for domes of rival builders. In the 1890s Schenectady designed an adaptation of the round top featuring a band pattern. Pittsburgh, in incorporating this simplified the dome outline, giving it a smooth, more modern (for that era) look. Although builders occasionally deviated from their own house patterns, steam domes remained reliable identification tags.

13. Where was the world's first train-ferry built and operated?

Designed by Thomas Grainger it was built in 1849 by Robert Napier & Sons on the Clyde River in England. Named *Leviathon* (but small compared to the later years vessel of the same name), she ferried freight cars, or "goods waggons," across the Firth of Forth, Scotland, between Granton and Burntisland. In 1858 a similiar ship named *Carries* was put on the Tayport-Broughty Ferry crossing near Dundee. Thomas Bouch is sometimes credited with the design of these early craft; actually, he designed only the loading mechanism.



Development of steam dome design in latter part of the nineteenth century.
Drawn by Fred Jukes

14. Info wanted on Ohio railroad powder-car disaster in 1890s.

Our Jim Edmonston, of the Cincinnati Railroad Club, supplied information on this horror at Kings Mills, Ohio, along the line of the Pittsburgh, Cincinnati, Chicago & St. Louis Railroad in the afternoon of July 15, 1890. Two boxcars were set off into a siding by a "flying switch" move. They struck two other boxcars loaded with 16 tons of powder so hard that the cars blew up. The station buildings and nearby factories and dwellings were wrecked, set on fire, and burned up. A brakeman standing on one of the cars (probably riding them) and 8 persons working in the vicinity were killed, while 32 other people were injured, three of them fatally. A year later the Peters Catridge Co. received $96,000 in a suit for damages against the PCC&StL.

15. Which railroad owns the Independence class diesel engines?

In July, 1975, Maine Central received delivery of ten new 1800-hp road locos built by General Electric in Erie, Pa. The U18B units were designated the Independence class for the nation's Bicentennial. Each engine is named for a personality or event related to the American Revolution. The units are powered by 8-cylinder, 4-stroke cycle, turbo-charged power plants. The first, No. 400, the *General Henry Knox,* was named after a famed Maine military figure, friend of George Washington and the nation's first Secretary of War.

Running Extra

Answering Lewis Baker, the Montour R.R. was incorporated under Pennsylvania law on Aug. 27, 1917, as a consolidation of the Montour, the North Star & Mifflin, and the Pittsburgh & Moon River, and was controlled through stock ownership (50% common) by the Pittsburgh & Lake Erie. The Montour had two wholly-owned subsidiaries in its own right: the Youngstown & Southern Ry. and the Montour Land Co.—Brian C. Smith, Director of The American Library of Railway & Traction History, 455-A Riverside Dr., Burbank, Calif. 91506.

AS A MARK of distinction, Erie's 2-8-8-8-2 No. 5014 carried the name Matt H. Shay on its cab, named after its engineer. The other two Centipedes, 5015 and 5016, were designated only by their numbers. Their tractive power was 160,000 lbs., length 105 feet, weight 853,050 lbs. They were each capable of hauling 641 loaded freight cars, equal to a train 4½ miles long, weighing 90,000,000 lbs. Erie used them primarily as pushers on the Susquehanna grade.—John Nernoff, Jr., 9 Roslyn Drive, Glen Head, N.Y.

RE QUERY by Herman Wilson about Frisco Road service into Pensacola, the following info is from the line's 1928 annual report: Construction was completed June 18, 1928, from a junction with the Memphis-Birmingham line at East Aberdeen (Amory), Miss., to Kimbrough, Ala., 151 miles, thence by a line formerly the Muscle Shoals, Birmingham & Pensacola R.R. to Pensacola, Fla., 145 miles. The first passenger train over this route entered Pensacola on June 27, 1928.—Willard B. Simonds, 6218 10th Ave. S., Gulfport, Fla. 33707.

ANY INFO on the steam locomotive operating at Busch Gardens, Williamsburg, Va.? She's a blue 4-4-0 and said to be a replica of the engine that hauled Queen Victoria's train. The engine has a legend on a plaque, and its this data I'm interested in.—Gene Crabtree, 308-47 McMurray Ave., N., Brampton, Ont., Canada.

WHERE did the Bellefontaine & Indian R.R. operate?—John Alsobrocks, 1330 W. 5th Ave., Columbus, Ohio 43212.

I WANT COMPLETE history of Central of Ga. Railroad, especially its passenger service.—Scotty Long, Rte. 1, Box 244, Bremen, Ga. 30110.

ANY SPECS available on following locomotives: UP Big Boy, Erie 2-8-8-8-2, Virginian 2-8-8-8-2 and their No. 802 duplex 2-10-10-2, and Santa Fe 2-10-10-2?—H.C. Raven, D. Dekkerstr 27, NL-2524NH-Sgravenhage, Holland.

ANSWERING a query: the game called Dispatcher was produced in 1958 by Avalon Hill Co., 305 Gunn Rd., Baltimore, Md. The game was not a commercial success because it was too much like the real job of a dispatcher—more work than fun.

Answering John Sutton: a book titled *Train Wrecks,* by Robert Reed, was published by Superior in Seattle, in 1968, and has been reprinted by Bonanza Books.—J.W. Mathews, P.O. Box 18-007, Seattle, Wash. 98118.

I NEED INFO and detailed track diagrams of the Selkirk, N.Y., yards, particularly as the trackage relates to the route of the Lake Shore Ltd. (Boston section). Also want detailed diagrams of tracks eminating from Grand Central Terminal and Penn Station.—R.B. Clere, P.O. Box 111, Windsor Locks, Conn. 06906.

ANYONE KNOW manufacturer and model number of diesel pictured on cover of your March '77 issue? Cab looks like an Alco. Rest of unit could pass as EMD.—J. Bruce Showalter, 857 Cedar St., Abilene, Texas 79601. (Ed note: Like many other pix that

come into our office, no particulars were included on back of photo).

WHEN DID Jersey Central steamers *Sandy Hook* and *Monmouth* cease operations between Atlantic Highlands, N.J., and Battery Park in lower Manhattan?—Howard W. Herrmann, Major, U.S. Army ret., RD1, Jersey Shore, Pa. 17740.

WHAT ROAD was the E&TH?—George Weber, 3804 Brummel St., Skojie, Ill. 60076.

A RAILWAY GRAND DIVISION was not an "Army division." As we know divisions with infantry, armor, and artillery with a combat capability, there is just no connection. An RGD was comparable to the General Headquarters of a U.S. railway and it merely supervised the activities of railway operating and shop battalions in the field. See my book, *Steel Rails to Victory*. You said there was one RGD, the 704th under Great Northern sponsorship. In my book you will see there were 10 more, 8 of them sponsored by other railroads, one by the AAR, and one with no sponsorship.—Ron Ziel, Box 39, Bridgehampton, N.Y. 11932.

ANSWERING F.W. COLBURN: Union Pacific designated its locos under the road numbers on the cab with a series of letters and numbers giving info about the engine. The 4-6-0's were designated "T" for Ten-wheeler; the 2-8-0's "C" for Consolidation; 0-6-0's "S" for switcher; 2-10-2's were "TTT" for Two Ten Two; 2-8-2's were "MacA" for MacArthur (changed from Mikado during WWII), and the 4-12-2's were "UP" for Union Pacific class, since no other road had that wheel arrangement. The 4-8-4's were "FEF" for Four Eight Four and the 3500 class 2-8-8-0's, after being rebuilt from compounds, were "CSA", or Consolidation Simple Articulated.

By the time of the arrival of the 4-6-6-4 Challenger type engines, like the 3977 now on display at North Platte, Neb., and the 4000 Big Boys, the UP became frustrated at using letters and numbers in describing engines and thereafter simply used the wheel arrangement. Following the engine type would come numbers indicating size of drivers. Thus the 2-10-2's were TTT-63 and the 4-12-2's were UP-67. Then followed a series of numbers, some written as fractions, showing the cylinder diameter, bore and stroke, engine weight on drivers, etc.

The system worked fairly well with the older classes of power which were pretty much designed the same as the other members of their class or had larger or smaller drivers to differentiate between "light" and "heavy" Pacifics and McArthurs. However, when the 800 class 4-8-4's were built, they came in three separate groups, each of which differed from the others. The Union Pacific decided to differentiate each group by calling the first group FEF-1, the second FEF-2, and the third order FEF-3.

The 3900 class 4-6-6-4's, of which 3977 is a part, also came in several distinct groups. Tyhey were designated 4-6-6-4-69, 4-6-6-4-3-69, and 4-6-6-4-5-69. All were originally built as coal-burners, but about 17 of them, including the 3977, were converted to burn oil and were renumbered into the 3700 series road numbers. At this same time, they received a new class disignation of 4-6-6-4-4-69.

When the 3977 was renumbered back into the 3900 class for display in North Platte, she was still an oilburner and retained her 4-6-6-4-4 designation, hence the explanation for the extra "4". The 4000 class 4-8-8-4's also were delivered in separate orders, hence the reason for the 4-8-8-4-4—Richard L. Schmeling, 3801 S. 40th St., Lincoln, Neb. 68506.

I FOUND a 50-lb. piece of Santa Fe rail near my home with wording VI NCRM 1878. A couple of guesses would be New Castle Rolling Mills or North Camden Rolling Mills. Some foreign rail was used when SP built the Mohave-to-Needles line but had to replace it with American steel to qualify for land grants.—Loren Martens, 4285 Benito St., Montclair, Calif. 91763.

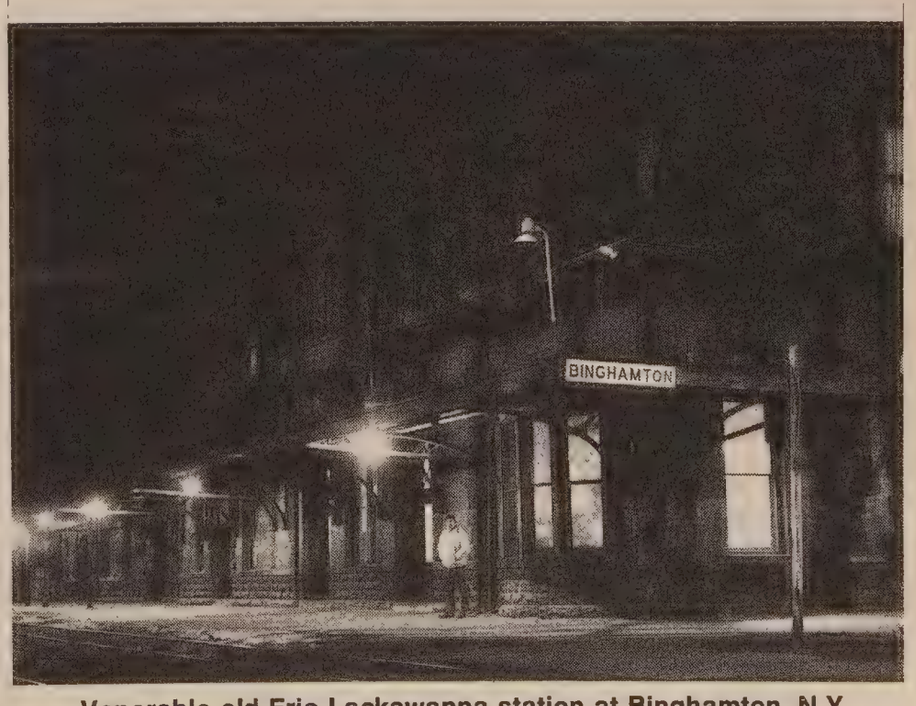
ADD United Traction Co. to electric lines mentioned in May '77 issue running in New York in 1945. They served Albany until 1947. I worked for the company at the time. The cars ran out of Quail Street carbarn. Even though UT buses are now under Capital District Trans. Authority, some still carry the old traction company colors.—Thomas R. Ratigan, 31 James St., Cohoes, N.Y. 12047.

HOW LONG has the Chesapeake & Ohio been in business?—Roger Wilson, c/o Anthony Parrish, Box 97, Laredo, W.Va. 25630. (*Ed note:* A good source on such things is the Chesapeake & Ohio Hist. Society, P.O. Box 417, Alderson, W.Va. 24910).

WHAT DOES CPAA mean on CP Rail boxcars? How often and where do the engines crews change on Amtrak's *Southwestern Limited* between Chicago and Los Angeles?—Kent F. Hamilton, Box 386, Railroad Bldg., Rudyard, Mich. 49780.

I WANT INFO on Glenn Springs R.R. that ran in South Carolina years ago.—C.I. Cribb, 270 Hydrick St., Spartanburg, S.C. 29301.

THE SANTE FE, on its dual track division between Barstow and San Bernardino via Cajon Pass, is dispatcher-controlled with Traffic Control Systems (TCS) similar to CTC. It has several high-speed crossovers between north and south track all along the division. Let's say a train traveling west on the south track is approaching, for instance Lugo (pia) 80 on the TCS consol, and the dispatcher wishes to route this train over to the north track. Does he use one control knob on the TCS consul to throw and lock both switches on the south and north track, or is each switch thrown and locked by two separate control knobs on the TCS consol?—Kenneth L. Bittner, 729 6th Ave., Juniata, Altoona, Pa. 16601.•



Venerable old Erie Lackawanna station at Binghamton, N.Y.
Photograph by John Baum Gardt (address unknown to us)

PHOTOGRAPHS OF THE MONTH

Last Aug. 21, Alleghany Central Railroad proclaimed Johnny Cash honorary engineer for his outstanding promotion of rail lore. Shown with him is Sally Showalter, train hostess. Scene is Covington, Ky.

George Clinebell, Box 313, Ronceverte, W.Va. 24970

Nicholas Morant, CP Rail

Old Canadian Pacific water tower at Waldeck, B.C.

Linda Eve Hines of Chattanooga, Tenn., is not a lady hogger, but would like to be. She's "rehearsing" for such a job on a 2-8-0 on the U.S. Army Railroad at Fort Eustis, Virginia.

John W. Coniglio, P.O. Box 6313, Chattanooga, Tenn. 37401

Frank Clodfelter, Southern Ry. engineer and *Interesting Railfan,* is cleaning the 610's gilded eagle at Spencer Shops last August 5th. He ran her on her first trip over the Blue Ridge Mts. from Asheville to Salisbury, N.C., and made this photo with a self-timer on a 4x5 Linhof camera.

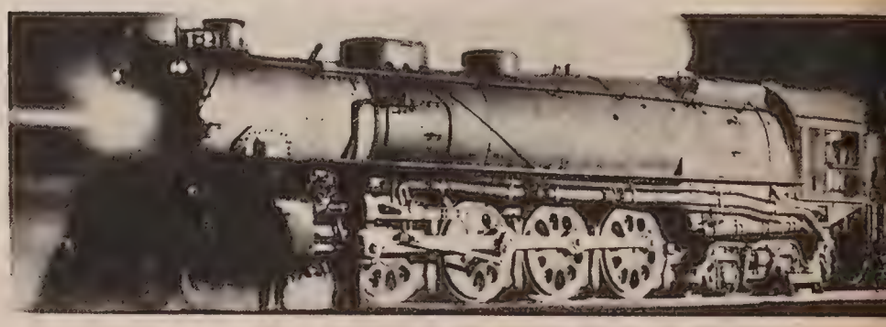
Union Pacific STEAM

No. 9506 (4-12-2) hits heavy grade at 35 mph at King Hill, Idaho. The 700-car train was 4th section of fast eastbound freight, with 2307 (2-8-2) pushing at rear, Nov. 5, 1939.

Photograph by Henry R. Griffiths

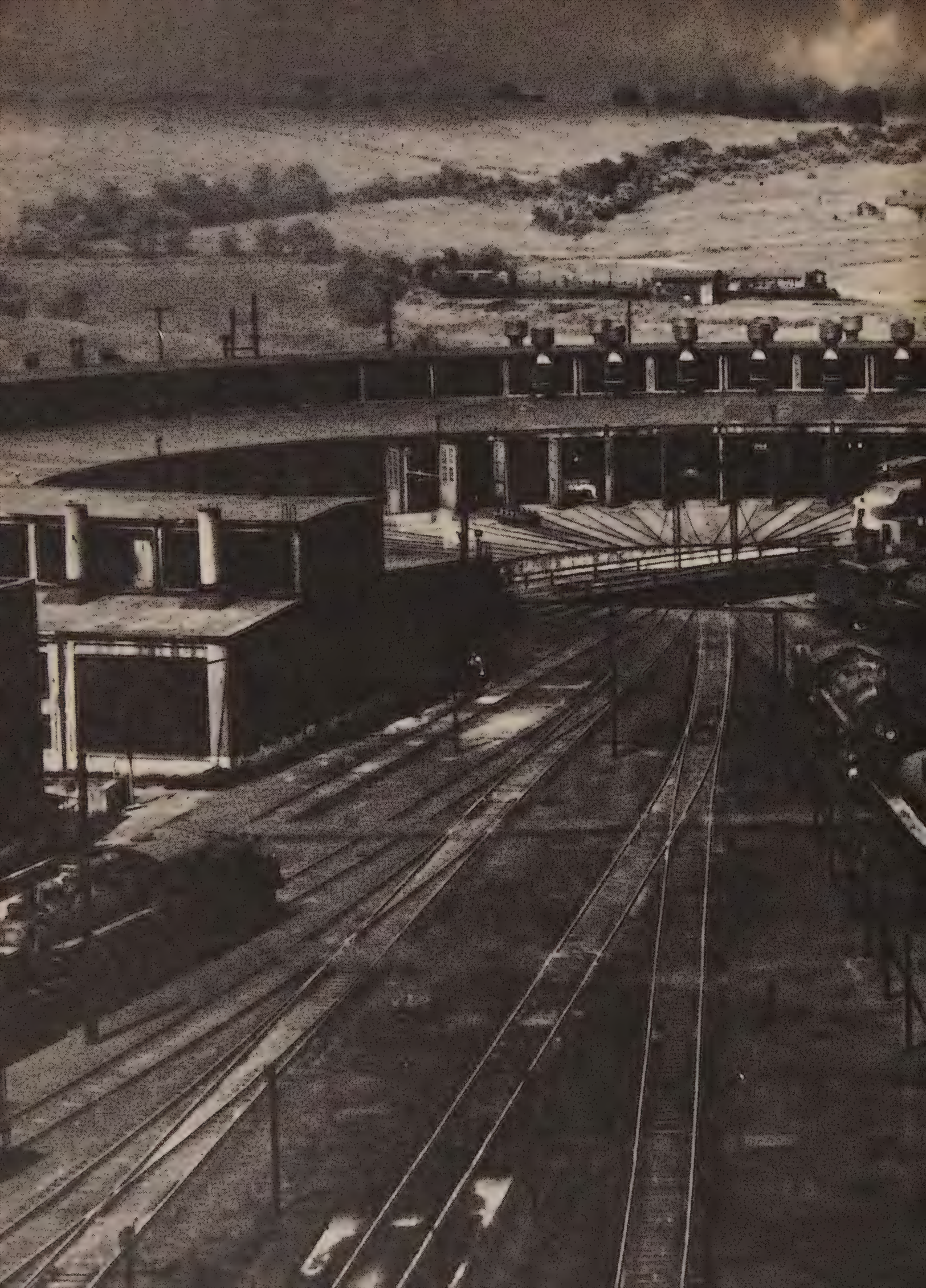
Photograph by Richard H. Kindig

No. 801 (4-8-4) being serviced on Omaha-Cheyanne run of *Pacific Limited* at Grand Island Neb., May, 1938



Eastbound UP *Challenger* passing "Devil's Gate" at right. A long time ago, a chunk of mountain slid into Weber River, blocking the canyon. River then made a horseshoe curve and continued down the canyon.

No. 4003 approaches coaling station with adjacent water column for single-stop loco servicing.
Union Pacific photograph



Southern Railway Roundhouse
at John Sevier, Tennessee

SWITCHMAN

A HARRY BEDWELL CLASSIC

IN THE DIMLY-LIT background young Hughie Lynn, sandy-haired and thin-faced, bent an ear to catch the muttered comments and queries of the switchmen. Their broken remarks seeped through the dusky yard office like echoes in a cave. Hughie snatched eagerly at the words and phrases that drifted over to him.

The room seemed to vibrate with the compact power of men lining up the night's operations. A raw and storm-drenched night it was, but the little coal stove gave forth a cheery glow. Yard crews, just in from hours on the dank switches, steamed around its red belly. The night men clustered around the counter, the pin men and fielders checking the switch lists with their engine foreman under the dull light globes.

A gray foreman grumbled, "We won't get them six loads over from the Consolidated to catch 89 tonight." He was on an outside engine, doing chores, and he stuffed lists into his pocket.

That started the empty crawl inside of Hughie Lynn again as he realized it was time for his tryout. "Which is Van Ardle?" he asked a big fellow leaning on a counter.

"That's him talkin' to the night yardmaster." The man glanced to the right. "Are you called to work the field for him tonight?"

Hughie nodded in silence.

"New here, ain't you?"

The kid nodded again. "Last man on the board and the first time called."

"That sure puts you up against it. Van Ardle is a rawhiding foreman if ever there was one, and his pin man, Lou Stecker, is a louse. Mebby you'll last the night with them, but not much longer."

"I'll get by," Hughie said grimly.

"Those guys are tough." The switchman grinned with malice. "They say that one night those two kicked a cut of cars over the edge of a mountain in the battle yard at Butte, and the fielder was on top all the time!"

Hughie shuddered.

"They get sore easy and tear things up," the big fellow went on. "I worked with 'em once—but not any more."

THE GRAY foreman eased in. "Van and Lou get tough with young punks pretty quick. When them two switch, they really haul things around the yard."

"Yeah," scoffed the switchman, "but what does it get them?"

'A job wherever they want it," the forman said. "That pair is as good as ever pulled a pin or a draw-bar and you've got to step to keep up with them. Punks don't."

"Listen," the switchman confided to Hughie. "They're just a coupla stinkin' boomers. Don't let 'em rush yuh, kid. Stall! To hell with their raw-hidin'!"

That switchman hadn't been around. He was a home guard, a guy who stuck to one job in the same place. He disliked the arrogant free-wheeling boomers, but he also envied them.

The night yardmaster's eye flitted down the counter and speared the slender Hughie like a lance. He said something to the two men beside him, and the three looked at Hughie like horse-buyers judging a dubious animal.

One of them said, "Hey, barrel stave!" and beckoned with a jerk of his head.

The switchman standing beside Hughie guffawed. "Barrel stave!" he whooped and slapped the counter. Hughie's face reddened. Hooking his lantern in the crook of his arm, he tried to walk with an easy stride.

The night yardmaster introduced them. "Lynn, this is Van Ardle and Lou Stecker. The quickest way to find out if you are a switchman or not is to handle the field for them."

Van Ardle said quietly: "You've got hips like a snake, kid."

That remark could be taken a couple of ways. Hughie was lean at the hips. Also switchmen were called "snakes," not disparagingly but because the big letter on their order's emblem was serpentine a serpentine S. The Switchmen's Union of North America. Van might be grading to either standard.

Lou Stecker, the pin man, was long and light on his feet. He was bent just a degree at the middle in a slight crouch from which he could flow into quick action. A hardy pair to boss a green kid switchman!

The night yardmaster said to Van Ardle: "Got it lined up? Grab those loads off the Southwestern tranfer first. Then make up the two locals in time so you can help break up the time-freight as soon as she shows. She's due around two a.m., but may be late on account of the storm. We'll work the hotshot from both ends so as to get the perishables over to the transfers for the morning runs. Think you can make it?"

"We'll make it," Van Ardle said.

He buttoned his sheepskin coat against the cutting March wind, picked up lantern, and wandered out deliberately. The wind spat thin rain in gusts. The yard lights goggled like tear-misted eyes. A sharp scent of coal smoke swirled through the wet air. Yard engines coughed and boomed, their bells tolling like a funeral. Loose cars rumbled over the dripping rails.

YOU CAN'T make your boyish dreams come true while you're nibbling from a cracker-box beside the grocery-store stove. And you can't sneak into the switching game. Hughie knew those two facts. He knew also that he was going to work a strange yard and on a night when the visibility was low and the going insecure, and under two boomers notoriously hard to get along with. No use trying to bluff men like them, who've been around.

He turned to Van Ardle. "I lied to the general yardmaster about the experience I've had," he blurted out and the gusty wind made him choke.

"So what?" said the foreman. "Yard-masters are born to be lied to. That's how they find out misstatements so fast."

"I'm telling you now so you can turn me in if you think I'll get you in a jam."

"We don't jam easy," Van Ardle grunted. "How much railroading have you got on your record?"

"I had four months braking off the extra board," said Hughie, "but I wanted to be a switchman and I thought I was good enough. I put in four weeks at Birmingham yard before they found out I wasn't. And they kept me only ten days in the St. Joe yard."

"It's a tough racket," said Van.

"But I like it."

"Oh, well! Watch sharp for the signals, catch the cars as they come to you, and don't split any switches. It's a swell night to make mistakes."

It was, but Hughie believed that now he could avoid some of them, anyhow. During his recent time of unemployment he'd thought out his past errors. Missing meals had stimulated his reasoning.

The men crawled under the storm curtains of their yard engine. Van muttered an order to the engineer. The headlight stabbed the rain, air sizzled, and the goat moved off, clanging. Red and green switch-lights winked from the gusty dark. Fine smells of hot oil and live steam flowed through the cab. The fireman scattered coal upon his fire. Hughie's nerves hummed like tight wires in the wind.

They rolled up to an obscure switch and dipped into a dark siding. They tied onto thirteen cars and dragged them forth and moved back across the yard. Then they shoved four loads into the house track beside the freight platform.

The three men climbed into the cab again, and they clanked through empty, rain-swept darkness to an isolated clump of switch lights.

Stecker announced: "I'll throw this switch. The kid won't know the right one."

He slid under the storm curtains into the cold rain as the yard engine slowed. As the drivers squawled under the pinch of air and the engine slowed, Van and Hughie got down.

"Cut them off at the goat and ride them down to the other end of the siding!" Van ordered briskly as Stecker's lantern signaled a back-up from the rear.

The string moved back toward the red switchlight and the beckoning lantern. Hughie had his hand on the coupling lever as he walked to the opening between the tender and the head car. The exhaust flared briskly and the speed picked up.

He jogged on the unseen packed cinders, the rain driving in his face. In a strange yard you couldn't know the footing at night, or what lay ahead. Pools of water smacked under his feet.

Suddenly he realized that Van Ardle was beside him and whipping a lantern signal to the engineer. The string jerked to a stand. Van made a pungent remark that cut.

"Didn't anybody ever tell you to stand on the footboard to uncouple a car from an engine in motion?"

"No, sir," said Hughie, bewildered.

"A fine job they did breaking you in! Look!" Van swung his lantern low. "That footboard sticks out far enough to catch your heel and throw you down and maybe under the wheels if you're running with your back to it. As long as you're switching with me, you cut from the switchboard. Get it?"

"Yes, sir!" said Hughie as rain-drops sizzled on his burning face.

"Try it again!" Van snapped.

HIS LANTERN swung expertly, and the impatient hogger spun the drivers in a hard burst of power. The string slammed out the slack and glided swiftly through the dark.

The dim wedge of the hind light on the tender flowed along the cars and plunged into a vast black wall that it couldn't penetrate. It looked as if they were shoving the string over an abyss. Hughie stepped onto the footboard, but he bent sidewise and stared at that dark pit they were heading into.

The cars at the other end dropped hazardously on an abrupt incline. The black hole into which they rolled was below and byond the misty stab of the hind light. There couldn't be a bottom down there near enough to catch that string without wrecking it. Those nine cars loose on that slant would at once develop a speed that he'd never be able to check before they crashed. These two, he'd heard, had shoved a cut of cars over the edge of a mountain up in Butte, with the fielder on top.

"Cut them loose!" Van ordered, swiping a signal to the engineer.

Hughie's hand clamped the coupling lever, but he couldn't raise it. He wasn't able to turn

those cars loose and ride them to destruction. The goat checked sharply. Slack ran out with a savage roar.

Van Ardle's lantern winked beside him again, and his words came savagely: "What's the matter, kid? Is the lever stuck?"

"No, but that hole down there—"

"Cut them loose and ride them down!"

Van's peremptory lantern started the engine backing again. Cold wet wind crawled under Hughie's collar and drained down his back.

"Now!" barked the foreman as the throttle-jerker gave the string a kick.

Hughie barely raised coupling lever in time as air sneezed and the engine stopped. He snatched the iron rungs at the side of the head car as it leaped away. The string lifted into howling speed and glided down the hard incline while he scrambled to the top.

The hind light faded out. Away ahead a wet green spot marked the switch stand at the other end of the siding. The cars swooped like a roller coaster. He slipped on the slimy running boards, staggered forward over the rolling top, and snatched the first brake-wheel. He twisted it furiously, putting his weight into a swing to get that last notch which would hold more than the previous three. Brake-shoes took hold and grunted.

A green dot ahead swam in the mist. When they met it they'd smash through something or else leap out into empty space. Hughie wrenched at the second brake, and the car bounced under the grip. Fine rail drilled into his thin face and half blinded him. Car wheels screamed on wet rails.

But you couldn't check them with brakes on that slant. They were falling. Well, it looked as if Van Ardle, who got sore easy, was going to be rid of Hughie at once. He'd know his fielder couldn't hold that string on greasy rails and that grade. The green splash at the other end of the siding streaked at his head. The cars bucked and roared.

THEN the momentum died like a flame at the end of the wick. It was a breathless shock, the way their fall eased. The string nosed up and scrambled out the back hole, with brakes and a sudden up-grade set against it. The speed choked and expired. That green light stood off at a distance and it seemed to be learing at him.

The kid couldn't get his breath fast enough as he ran back to let off brakes he'd been too quick to set. The up-grade was as stiff as the once coming down. He reset them at the first backward surge, but they hadn't met the end of the siding where Van had told him to spot the cars. Young switchmen scare too easily, especially when the next meal is dubious. Hughie went over the side in profound mortification.

Stecker met him at the footboard. "Listen, kid," he said, "when Van tells you to do anything, do it now."

"I will, from here on out," Hughie promised. "But that big hole looked to me like it didn't stop this side of China."

He missed Stecker's grin in the dark. Later, they rolled across the yard and pulled some empty stock cars out of the spur. They began to make up two branch locals.

"We'll be piling them in," Van warned bleakly as they shoved the cut into an empty siding.

Hughie swung to the top and the cars slid into the gusty dark. He peered ahead at the flock of red and green lights dancing through the rain. He couldn't guess which one he was aiming at, and he had better not check till he was sure.

He rubbed the rain from his eyes, and then a switch light dodged into his path almost beneath him, and he wrenched a brake-wheel with muscle and weight. If he split a switch after all his errors, he surely wouldn't be allowed to finish a night's work. The cars ground to a stop, but he had crowded them a little at the end of a siding.

A dull mumble came with the wind as the vague bulk of another cut loomed down the parallel siding. Hughie went over the side and sprinted back to meet it. He slipped on the wet rung to the top, bumping his chin painfully and banging his lantern. But he tied them down alongside the first cut.

The yard goat raged about, snatching cars from here and there, casting them at him with an accuracy that brought them to a gentle coupling with the two growing strings. They came in ceaseless steams. It kept him jogging back and forth across the sidings to set the drawhead knuckles and to see that they locked together. He tried not to miss a coupling so the engine wouldn't have to come back and tighten them up. The cars floated to him like ships in a fog.

His boots were wet and heavy. The drive ebbed from his hollow legs and the empty crawl began to gnaw his stomach. It was past time for the midnight lunch, but the cars continued their remorseless steady drift down the sidings.

Anyhow, there would be no lunch for him—he was broke, in fact—but at least he wanted a little rest and some drying out while the others ate theirs. He had to be more alert and efficient. If he did a good job for the rest of the night, they might overlook his initial errors and try him out longer.

BACK HOME, from the high bank above the railroad yard, he had learned to read the switchmen's signals before he knew his second reader. Smells of engine smoke and steam had created bright hopes. But it takes more than a hankering to turn your fancies into reality.

The engine came down to him now, and Stecker signalled him to get aboard. The kid huddled against the boilerhead as they rolled across the yard. They dipped into a siding and pulled out six cars that were on top of the four they wanted. They made a

drop of them. Hughie set the brakes as they moved into the clear. He slid quickly over the side to reach the ground in time to catch the goat as she ran back in.

Maybe doing without food clears your thoughts, up to a point, but it also takes the spring out of your knees. The iron rung on top was crosswise of the corner instead of parallel with the side. When it was so set, there had always been a ladder down both ends and the side. Hughie went over the edge in a turning skid. His foot was rigid to catch the ladder below, but his toe scraped the side of the car without obstruction.

In the second before he reached arm's length he knew there were no steps down the side! There was a ladder at the *end* of the car only. His left hand caught under the top rung, and in the instant he realized there was no ladder below him, he set his grip and crooked his arm to ease the force of fall at the elbow.

The wrench, as his arm extended across the roof, nearly parted it at the shoulder. His hand, caught under the rung on top, shot full of hot needle points.

Pain traversed his rigid arm and dribbled down his body. It forced him to swing over with his back to the side of the car, and any move hemade thereafter tore his forearm on the edge of the roof. He braced his heel and tried to twist his body toward the corner, but he couldn't turn an inch on the cutting axle.

The yard engine rolled toward him down a parallel siding through rain and smoke. If he didn't hold on until she passed, he'd drop and sprawl out in her path!

The edge of the roof bit into his forearm, and his wet mitten began to slip through the deceptive rung. He hadn't quite enough courage to hold on against the pain. His eyes fogged—the things they saw flickered in watery lines.

A spark of light streaked somewhere below. It came up the ladder at the end like a scared comet. It flowed in a swift flight without effort or interruption and swung over the top, above his head.

Someone came down on the roof. A hand dipped into Hughie's collar and released the sawing strain from his arm. The hand flipped him over the edge as easily as a fish sprung from a pool by a stiff rod. He lay still while the numbness died and the pain spread through him.

"Don't ever try to get down off boxcars without steps," Stecker's sarcastic voice drifted to him on the gusty wind. The boomer swung his lantern in Hughie's face. "Break anything about you?"

"No. I'll be all right when the circulation gets going."

"Don't ever *guess* where you're going to step," Stecker growled at him. "Look first!"

"It slows you up," said Hughie.

"You heard me!" the pin man yelled.

These two boomers got sore easy. They had been too much afflicted with counterfeit switchmen. After this last stumble they probably wouldn't bother with Hughie Lynn any longer than morning.

MEANWHILE, work had to be done. They pasted the four cars onto a local, then circled around and picked up the cabooses and tied them on.

"I guess that does it," said Van.

"Chow," Stecker announced.

The foreman nodded.

"Come on, kid," Stecker invited. "We eat—"

"I—" Hughie choked on the wind. "I brought my lunch," he lied. "It's at the yard office."

"The boss buys grub on the first night a new man works this crew," Stecker said. "Let's go."

"The hell I do!" Van challenged.

"An old snake's custom," Stecker insisted, and flicked his lantern at the foreman.

Van said, "Oh." Then added, "But I don't buy you a sirloin."

"On the spot!" Stecker called to the engineer, and shouldered Hughie between them.

They slapped across the yard to the station. There was something away out of line here, but Hughie's numbed mind couldn't follow it. He would check it after he got warmed up and dried out. Leaning over the radiator in the station lunchroom, he let the heat draw aches from his tired body.

Van Ardle glanced at the kid, then took a second look. "Coffee!" he ordered abruptly. "Big and black."

The waitress, a saucy redhead with big breasts and a well-rounded behind, was talking to a passenger brakeman down the counter. She smiled into his upturned face. The brakeman's brass gleamed and his smart blue uniform was pressed in sharp edges. They paid no heed to the bedraggled switchmen.

Van said, "Coffee, please."

"Just a minute," the brakeman barked.

Hughie didn't see Van move, but the foreman suddenly stood beside Brass Buttons. Stecker slid off the edge of his stool.

"Speak when you're spoken to!" Van warned the brakeman, and then caught the girl's eye. "Three cups of coffee, please."

The redhead said, "Yes, sir," and headed for the coffee urn, but the brakeman truculently whirled his stool around.

Van purred: "Stay on your perch, polly, else you'll lose some of those brass buttons."

The brakeman looked down at his gleaming uniform and back at the switching foreman.

"All right, snake," he agreed harshly. "Maybe next time you'll have on your good suit and I'd be glad to muss it up for you."

"I'd be tickled to have you try," Van nodded, his bushy eyebrows contracting.

That is how switchmen and trainmen sometimes get along. Leisurely, Stecker got back on his stool. Hughie gulped his cup of Java.

"Hey!" Stecker's protest plunged through to him. "What's the hurry? The longer we take to eat, the more spot we get."

That coffee had a wallop. Hughie's senses took hold again and he ate the rest of the meal with a relish.

GUSTY SLEET, like spent bird shot, scratched the kid's face. The cold made his wrenched arm ache. But he could bend his knees again and lift his feet.

"There's the hotshot pulling into the yard now," Van said, squinting through the swirl.

They climbed into the cab and the yard goat clanged down the siding. The long time-freight dragged to a stop. The head brakeman cut off the locomotive and took her away to the roundhouse. An inspector went down the line of cars looking for bad orders, and a checker tagged them with colored cards.

Van followed along and then came back. "We'll be shoving cars into four different siding," he said, and indicated the switches from the lead. "We haven't much time. You'll have to keep moving."

Another yard engine began working at the rear end of the time-freight. Van and Stecker teamed like two fine gears meshing smoothly. The two engines worked in a fury, crowding each other on the lead, scuttling out of each other's way. The wind steadied and drove the sleet in slanting volleys. Four sidings to cover, and the slippery footing, began to wear Hughie's legs down again.

Van was dexterous with cars. He could figure instantly the quickest way to distribute them and he kept them rolling down the sidings.

The other goat shoved a tanker onto a string that had built up almost to the switch, and Hughie coupled it on. Van was coming up the lead with a cut. The goat slid into a siding to go around to the rear of the time-freight. A Mikado, running light, came down the lead in Van's face.

"Somebody will have to move over," Hughie Lynn decided.

Van checked his engine with a flick of the lantern, dropped off the footboard, and walked forward, waving the road engine down. Stecker hung to the rear of the cut.

The Mike stopped with a grunt of brakes, and the brakeman in charge walked forward into the glare of headlights. He was the same smartly-dressed shack they had encountered in the lunchroom.

"Get back in the clear and let us through!" he ordered.

Van shook his head. "Back into that siding," he replied reasonably, "till I distribute this cut. Then I'll let you through."

"This is a passenger train's engine." Brass Buttons flared up, "and we've got a schedule to make."

It was a fine point of operating rules. Which should hold up the other: a first-class passenger train's engine heading out to take her run, or a yard goat lining up perishable freight to catch an early morning schedule? Hughie waited for the decision.

"Back up!" said Van Ardle briefly.

"You'd better get that goat out of the way," the brakeman warned. "It'll go bad with a yard crew that lays out a passenger train."

They couldn't tie each other up for the rest of the night to argue the point. The Old Man would take both scalps if they did. Van walked past the man in a blue uniform and along the right side of the Mikado.

"Hey!" he called up to the hogger. "Tell this shack of yours to get you in the clear till I slip these cars in where they belong."

The engineer leaned a little from his cab into the sleet. "Get in the clear yourself," he retorted. "I've got a passenger to pull, and we leave on time."

That was an eagle-eye sticking up for his rights. Hughie wondered if they didn't have Van stopped.

"Okay, hogger," Van nodded. "If you won't move, I'll do it for you."

The other yard engine was going away. Van waved her down and brought her back to him. He conferred briefly with the foreman. Then the goat moved through the switch again and out onto the lead at the rear of the big snorting Mike.

Van snapped at Hughie, "Cut off your engine and bring her up here!"

Hughie jumped. He ran back and uncoupled his switcher from the cut of cars and brought her to the pilot of the Mikado. This was going to be something the Book of Rules didn't tell you about.

"Couple onto him!" Van directed.

Hughie signaled and his engineer inched forward to a coupling. The two locomotives glared into each other's eyes. The second yard engine was coupling onto the rear end.

"All right," said Van. "Now shove him back!"

THE EXHAUSTS of the two goats stamped resolutely. The Mikado's engineer slammed the air-brake valve handle over to emergency. Couplings grumbled.

Van's lantern signaled impatiently, and the two yard goats went for the big road engine like barking terriers. The stacks blew off in ripping explosions and blasted streams of sparks into the driving sleet. The Mikado groaned under the powerful thrusts of push and pull and her drives howled as they slid.

The passenger engineer hung half of his length from the cab and bellowed: "If you flatten my drivers, you damned fool, you know what the Old Man'll do to you."

"Release your air, then," Van Ardle called back, and the blue-coated brakeman yelled to his engineer, "Shove back at them!"

The runner ducked into his cab. He latched out the throttle an inch at a time. Finally he released the air and pulled the throttle wide.

The three stacks sprayed the wet dark with leaping sparks in a battle of power. The two low-wheeled little beasts ground their drivers into the sanded rails and kept blasting as the Mikado's high wheels slipped and churned.

Fire flickered from the rails as

the passenger engine raged like a mad bull. But she couldn't hold against the power of the stubby goats built for pulling. They forced her back steadily. Something could give way under all that pressure, and flattened drivers would have to be explained.

At length the road engineer gave up. "I'll get in the clear, but the Old Man's going to hear about this."

"Cut off your engines and clear him!" Van ordered bruskly.

The brakeman opened the switch and signaled his eagle-eye into the siding. Then he crossed over to Van Ardle. A cold crawl traveled down Hughie's spine, and it wasn't the March wind. The brakeman's eyes darkened with rage.

Sleet whipped across the path of the headlights. The brakeman's long slicker had the sheen of polished black metal. The road engine's bell tolled and then was still. Hughie moved toward the two.

"Twice in the same night is once too many, you bastard," the brakeman said. "Here's where I knock your block off."

Van looked at him. "Don't be a damn fool!"

With a quick step, the brakeman swung his lantern backward over his shoulder. In stride, Hughie waited till he felt the grit of cinders beneath his feet. Then he lunged.

His wrenched left arm wasn't of any use. He threw his right side under the swinging lantern into the brakeman, and brought his shoulder up under his chin as they came together. The brakeman hit him once in the ribs. Hughie skidded and dug a toe into the sleet underfoot sprawled. Blackness engulfed him for a brief instant.

Then a shadow flitted into the pale light and blended with the reeling figure of Brass Buttons. Hughie got up carefully. Stecker held the brakeman by a hitch in the collar of his slicker.

"Let him go, Lou," said Van, and Stecker let go with reluctance. "Tie onto your cut and get it into the clear," the foreman added.

The driving cars began to loom against them like great beasts against a ghostly sky. The brakeman had hurt. Hughie's skin felt like a wet sheet wrapped tightly about him. He stumbled once over the rails. The sun must be coming up somewhere behind those low clouds.

AT LENGTH, cars stopped rumbling through the sleet. They were done with the time-freight. The night yardmaster stood by the engine talking with Van and Stecker. One of the items discussed would be himself, Hughie decided, and he couldn't help drawing near. He knew he hadn't done well. Those tough boomers wouldn't tolerate a punk who made so many mistakes. But you couldn't help hoping.

The night yardmaster glanced up. He motioned for Hughie to follow, and turned up the yard toward the office. The kid dragged his feet.

From as far back as he could remember, the yard office had held magic for Hughie Lynn. But now, in the gusty dawn, it was stale and lifeless. The yardmaster pawed his disorderly desk and a rusty pen screeched out the order.

Hughie stared at the white slip. He couldn't make it out in that light.

"Van says likely you did something to your arm when you missed the steps on the boxcar," the yardmaster said. "Those Southwestern cars, I guess, are the only ones that haven't got a ladder down the side when the rung on top is set crosswise. It fools lots of switchmen.

"You take that order to the company doctor and let him check your arm. You'll have to get a release from him when to come back to work. Telephone this afternoon whether or not he'll let you come on tonight, so we can protect your job." His eyes lit up. "Van says you hesitated only once about riding them down that dip track. I've seen oldtimers refuse it altogether the first time in the dark."

Hughie was somewhat confused and very tired. But he gathered that he was not being fired. He thanked the yardmaster, collided with the door and fumbled his way out. Van and Stecker were coming up the platform. Stecker's voice was loud.

"Yeah, you're so damned positive about things, Van. But I'm telling you that shack was hostile. The kid was right to stop him."

Van Ardle grunted. Stecker caught sight of Hughie and grinned. Then: "That's all for tonight," he said. "On the spot, switchman!"

A slow glow ignited under Hughie's ribs. He probed eagerly for the cause. The warmth got into his befuddled brain and cleared his thoughts. *On the spot, switchman!* That was his degree! Stecker had given him the accolade. If the durable pin man said he was a switchman, that settled it.

"Say, boss," Stecker wheedled, "how's to loan your crew ten bucks apiece till pay day. I'm fresh out of eating money, and your fielder ought to be if he ain't."

Van fished out a wallet.

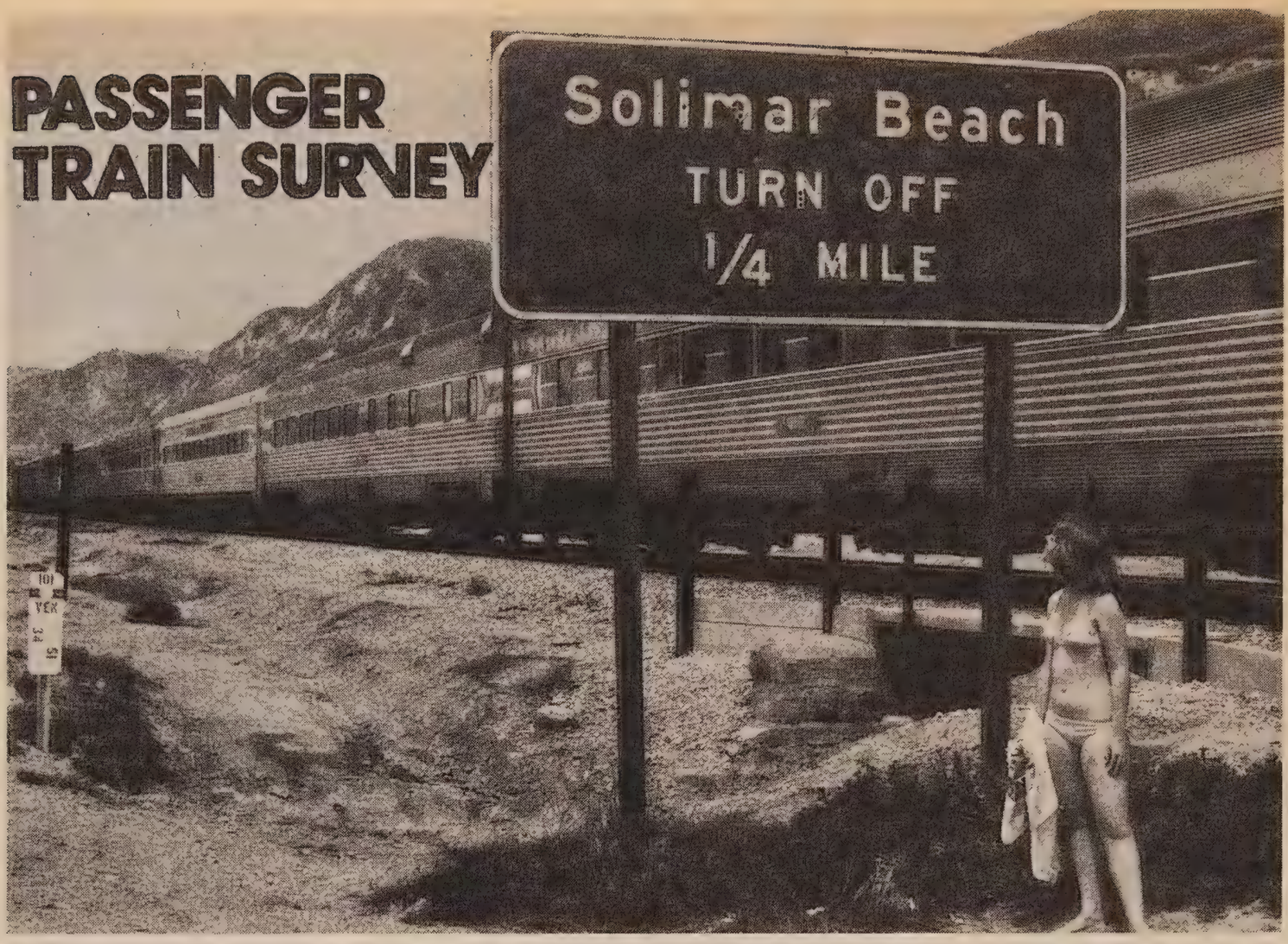
"Look at that roll," the pin man gloated. "I ought to've asked for more." He held out a bill to Hughie. "We gotta buy our own grub till there's another change in the crew."

"Thanks," spluttered Hughie. "I—"

"See you tonight," Stecker said as the two oldtimers moved off.

The sharp sting of coal smoke bit the wind. Hughie listened to the slow beat of the exhaust as a locomotive snaked a drag and the burst from a stack as another goat kicked some cars free. Rolling wheels muttered on dripping rails. He lifted his feet proudly in the swagger of a switchman. ●

PASSENGER TRAIN SURVEY



Amtrak *Coast Starlight* and railfan Karen Peterson of Camarillo, Calif., head for a California beach.

William T. Morgan, P.O. Box 6469, Oxnard, Calif. 93031

AMTRAK DESCRIBES THEM as Superliners—the new, double-decker, long-distance passenger trains which will go into service this winter in the West. Being built by Pullman Standard are 284 of the stainless-steel cars, including the first sleepers built in the U.S. in a generation.

"These new cars," says Paul H. Reistrup, president of Amtrak "will make up the finest trains anywhere."

The first complete trains will go into revenue service between Chicago and Seattle on the *Empire Builder* and *North Coast Hiawatha*. Both routes traverse Wisconsin, Minnesota, North Dakota, Montana, and Idaho. The Superliner equipment, all heated by electric power, will replace steam-heated cars with an average age of 27 years.

As more train sets are delivered, they will replace other aging steam-heated equipment on the *San Francisco Zephyr* between Chicago and San Francisco; the Chicago-Los Angeles *Southwest Limited*; the New Orleans-Los Angeles *Sunset Limited*, and the Los Angeles-Seattle *Coast Starlight*.

The 70 bi-level sleepers each contain deluxe bedrooms, which can sleep two adults and a child, with a private toilet; economy rooms, each sleeping two adults but with no individual toilet; an economy family room extending the full width of the car's lower level, which can sleep five, but no toilet; and a special handicapped room, also extending the full width of the lower level, with room for a disabled passenger and companion. It has handicapped toilet facilities.

The Superliner order also includes 102 full-coach cars with leg-rest seating for 77 passengers, plus special seating and toilets for the handicapped; 48 coach-baggage cars with seating for 78 on the upper level and checked baggage rooms below; 39 bi-level dining cars with seating at tables for 72 on the upper deck, kitchen and storage space below; and 25 cafe-lounge cars with dome-like wondows in the upper-level observation lounge area, cafe service below.

All cars are equipped with a public address system for recorded music or announcements. Sleeping cars have individual controls for a selection of music, as well as for heat and air-conditioning.

The first Superliner car already has left Pullman Standard plant at Hammond, Ind., for testing by the Department of Transportation at Pueblo, Colo., The "roll-out" of the first fully-equipped coach, diner, and sleeper for press inspection is expected this fall, with training runs and public exhibitions of the equipment.

AMTRAK began to operate new Amfleet equipment on its Chicago-Laredo train, the *Inter-American*, on Aug. 8th. It is the first new equipment used on this route in two decades. Atrak hopes it will help boost ridership. By replacing equipment with an average age of 26 years, the new Amfleet cars will overcome air-conditioning problems such as were experienced on the train last summer.

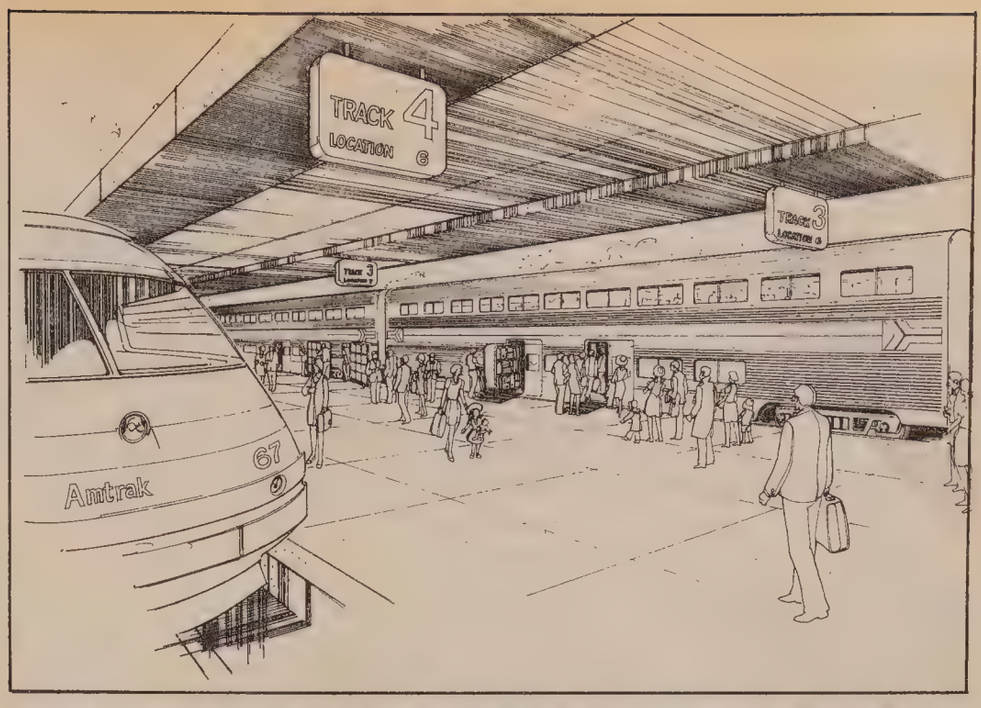
A new train the *Sacramentan*, beginning Oct. 30th, provides the first direct link between Amtrak and BART, the Bay Area Rapid Transit System. The state-supported *Sacramentan*, with new Amfleet equipment, runs daily between Oakland and California's capital city. At Oakland is a trainside bus service to and from San Francisco's Transbay Terminal. Intermediate stops include Richmond, with a cross-platform transfer to BART trains, plus Mar-

tinez, Suisan-Fairfield, and Davis. Amtrak and the California Department of Transportation share both operational expense and the $300,000 cost of capital improvements to stations and trackage. The run each way takes about two hours.

MARKING THE COMPLETION of the first phase of a project to upgrade rail passenger service between Boston, Mass., and Washington, D.C., a fiery red ball about as big as an orange appeared July 10 and remained suspended in space for nearly five minutes on a bridge abutment at the intersection of J.F. Kennedy Blvd. and Rte. 495 in Union, N.J. The apparition was a light beam activated from the Empire State Bldg. by Federal Railroad Administration officials.

The laser was used to measure the precise distance between the rail yards in Union City, which represent the northern terminus of the New York-Washington leg, and those in the Borough of Queens, representing the southern terminal of the Boston-New York leg. It was the final portion of 1,200 survey and mapping points along the 456-mile rail line that had to be measured before rail improvements, such as track rehabilitation, bridge and tunnel work, curve modifications, and the laying a new continous welded rail, could begin.

INFLIGHT SERVICES has been awarded a contract to install 25 closed-circuit television systems aboard Amtrak cars going into service early in 1978. Amtrak's introduction of entertainment systems will start with new luxury superliner bi-level cars operating in Central and Western U.S. Inflight provides motion pictures aboard commercial aircraft and exhibits films through closed-circuit TV in hotel rooms.



Artist's conception of new Amtrak doubledecked *Superliners,* which soon go into service. At left, new *Turboliner* designed for fairly short runs.

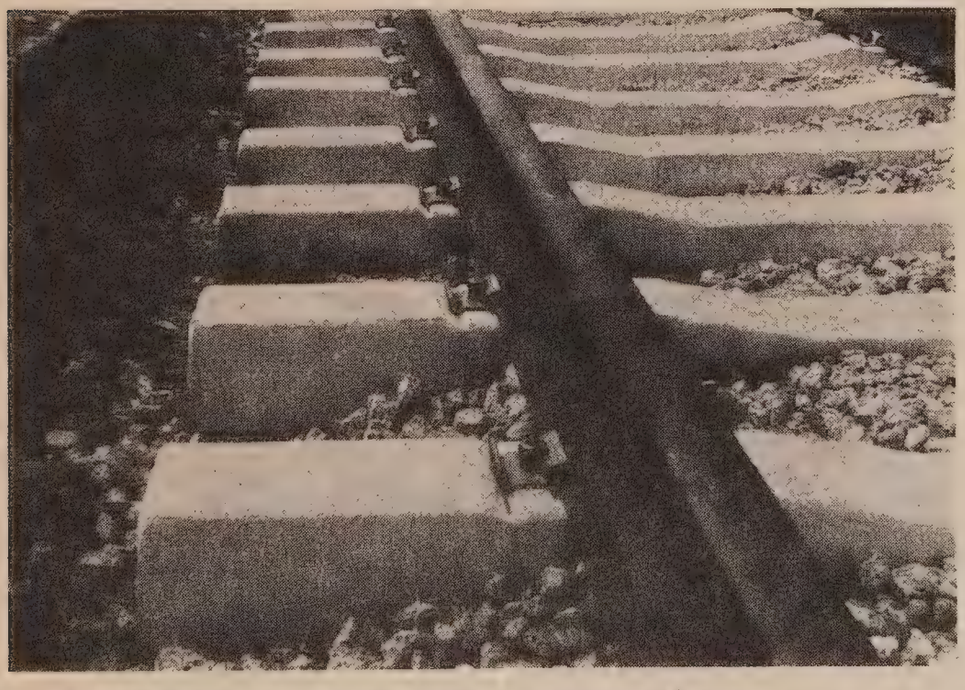
AMTRAK'S fiscal year 1978 appropriations are now set to be $488.5 million for operations and $108 million for capital improvements. The joint House/Senate conference committee, which approved these figures required that $19.2 million of the capital monies be spent as follows:

$13.6 million for improvements to the Beech Grove Repair Facility near Indianapolis; $4.1 million for restoring 12 miles of track near Albany, expected to reduce Boston-Albany running times by about 45 minutes; and $1.5 million for work on what will be essentially a commuter rail station, on the Northeast Corridor at Baltimore-Washington International Airport.

The full Senate had earlier passed by unanimous vote a DOT appropriations bill which included $500 million for Amtrak operations and $130 million for Amtrak capital improvements. The conference's $488.5 million operations figure was the amoung approved by the House. The $108 million capital figure is $13 million more than the House figure, and $3 million more than President Carter and Amtrak requested. This data came from the National Association of Railroad Passengers *News* 417 New Jersey Ave., S.E., Washington, D.C. 20003.

To reduce it losses and keep within a lower Federal subsidy, Amtrak cut service on two routes with a low ridership, effective Sept. 8th—the *Inter-American*, running between Chicago and Laredo, Texas, reverted to tri-weekly operations between St. Louis and Laredo, while the San *Joaquin* now operates on a 4-times-a-week basis on its route between Oakland and Bakersfield, Calif.

Also, the *Champion,* linking New York with St. Petersburg, Fla., ceased operating until the start of the winter travel season, Dec. 14th. Points served exclusively by the *Champion* are now being covered by the Silver Star. Furthermore, the *Southern Crescent* (New York-New Orleans) and the *Patriot* (Boston-Washington) have been consolidated between



Amtrak has made its terminal at Niles, Michigan, a showcase of permanent track with its first installation of continuous concrete ties and railfree fasteners. The concrete crossties are manufactured by RBI Industries, Inc., of Tampa, Fla., and the fasteners by Plant City Steel Company.

Ex-CP loco 1201 in Gatineau Valley near Cascades, Que., on July 10, 1977.
Guy Chartrand, 1368 Cartier St. Hubert, Que. J4T 1Y4, Canada

New York and Washington in both directions. These trains had been operating about 10 minutes apart in the Northeast Corridor, The changes were made in preparation for a projected budgetary squeeze in the Fiscal year 1978 which began Oct. 1, 1977.

CITING THE NEED for a citizen's group to push for improved rail passenger service in Illinois, an Illinois Association of Railroad Passengers (IllinARP) has been formed at a meeting in Chicago. Its goal is to help develop ways to meet the public transportation needs of the people of Illinois, with special emphasis on improving both intercity and commuter rail service. Further information may be had from IllinARP, 1815 W. Touhy Ave., Chicago, Ill. 60626.

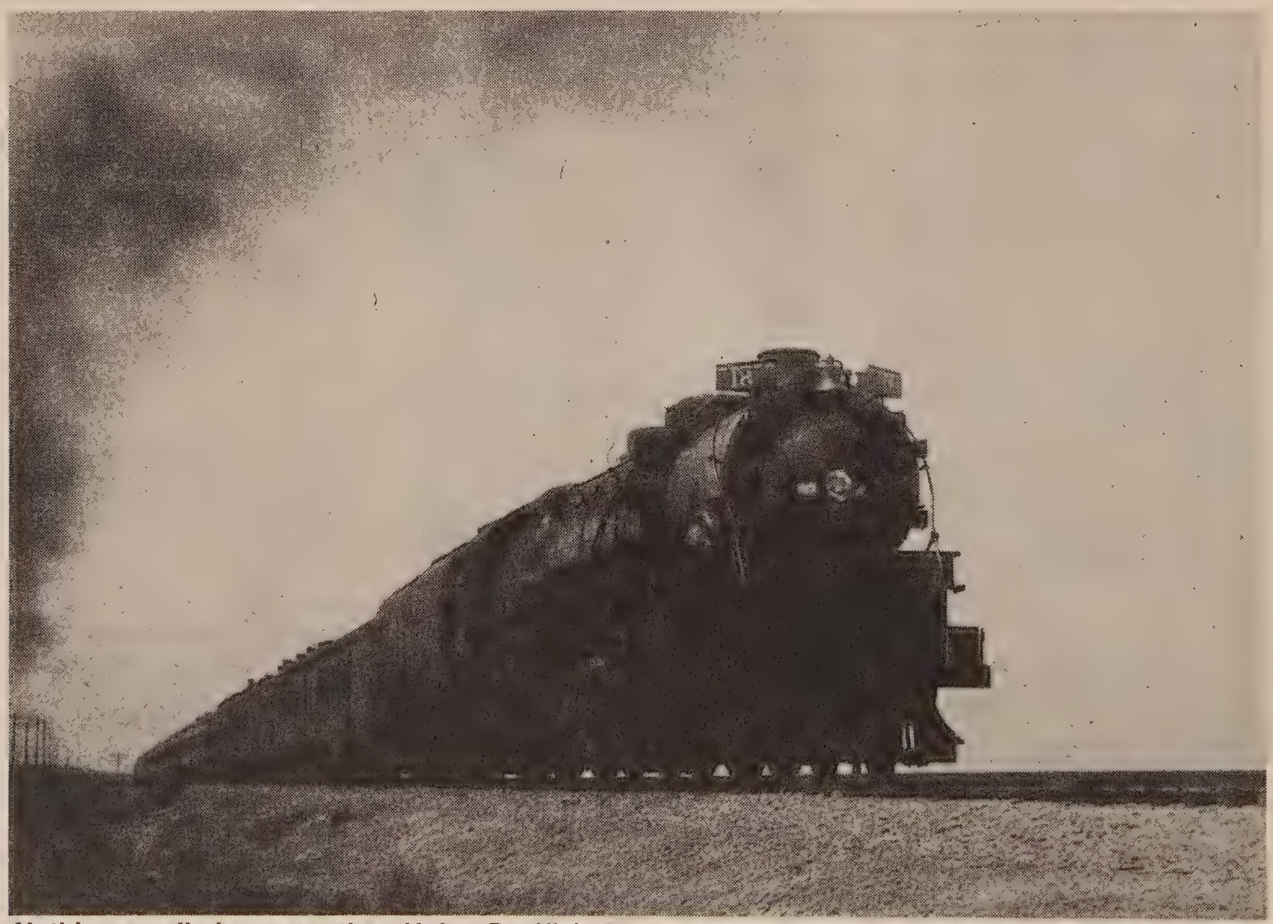
Readers Heard From

I ENJOYED the letter by J.J. Maggio, Jr., on oldtime dining cars in your July issue. It reads like a description of present-day Canadian National dining cars—except for the first paragraph: there is no regulation about dress although the majority of men and women are attractively clad. We do get a few young people wearing dungarees: The same care with regard to table settings is probably practised by the Canadian Pacific, but being the daughter of a long-time CN engineer, I rarely travel with the competition—Ms. M.B. Evans, 859 Fleet Ave., Winnipeg, Mon., Canada R3M 1K3.

YOU MENTIONED a once-in-a-lifetime thrill for those riding behind the Southern Pacific's 4449 from Birmingham to Portland. This recalled my own once-in-a-lifetime episode, also with the 4449, in Sept. 1975. Being a railfan who happened to be building a dining-car restaurant, I served on the local American Freedom Train committee for the AFT's visit to my home city of Sioux Falls, S.D. The AFT people permitted me to ride the cab of the 4449. To do that, I had to get up at 4 a.m. and my wife drove me the 60 miles to Worthimgton, Minn., to catch the train at 7 a.m. To say the 90-minute locomotive cab ride down the old Omaha mainline to Sheldon, Iowa, was a thrill would be an understatement. I would rank that experience behind only my wedding night and witnessing the birth of our son.—Wayne Kerslake, Tea, S.D. 67064

Down by the Depot

BECAUSE of its status as the "away from home" terminal for both Denver, Winnipeg & Pacific crews



Nothing smelled sweeter than Union Pacific's *Portland Rose* near Boise, Idaho, one day in 1938.
Collection of Bob Lorenz, 1939 Whittaker Dr., Fremont, Ohio 43420

We see New York skyline and Amtrak *Metroliner* leaving Sunnyside Yards en route to New Haven.

Photograph by Marc S. Balkin

from Duluth, Minn., and Canadian National crews from Rainy River, Ont., the Ranier Depot has been remodeled and expanded to meet its new requirements. This station is situated 167 miles from Duluth at the northern-most end of the DW&P line.

It now contains offices for the DW&P trainmaster, operators, clerks, carmen and U.S. Customs brokers, as well as serving as the section headquarters for the Ranier section force and locker room-lounge for train and engine crews for both CN and DW&P. It also has a dog mascot, a spaniel named Depot.

CANADIAN NATIONAL'S station at Grimsby, Ont., much admired by artists and photographers for its Victorian elegance is no longer threatened with demolishment. It has been renovated and put back into its original 1882 condition, and has been reopened as the Village Depot. An old steam-engine bell graces the front. Pictures and memorabilia decorate the walls. A former bunk car and a freight-car house snack service and two 80-foot dinning cars are being turned into a dining area for 120. Diners will be treated to train sounds and scenery going by the window, as if they are aboard the real thing. The complex includes 14 shops and many patios.

Not along ago, CN decided the old building was too big for its present needs and offered it to the local community for $1. The offer was declined. Then Harold Jarvis, a local real estate man, leased it for development as a tourist attraction.

THE HISTORIC rail station at New London, Conn., restored by a citizens' preservation movement, now boasts a first-class restaurant, Anthony's Steam Carriage, occupying two levels in a wing of the station.

All it takes to get a substantial admission discount at two popular tourist attractions in Mystic, Conn., is to present your Amtrak ticket stub bearing MYS (destination code for Mystic). The trip can originate from any station. The attractions giving a discount are Mystic Seaport, recreation of a mid-19th century seafaring village; the Mystic Marine Life Aquarium, with over 2,000 specimens of water creatures, and a Marine Theater, where sea lions and porpoises perform.

GROUND was broken Sept. 7th for a new $5,000,000 Twin Cities Amtrak station to be located midway between the centers of St. Paul and Minneapolis and expected to be in operation by 1978.

CONSTRUCTION is under way on the Miami Metropolitan Terminal, America's first major new metropolitan railroad terminal in 30 years. It will replace the old Amtrak station built in 1928. The old station has been plagued with deteriorating structural conditions, train switching difficulties, and increasing operation costs.

Amtrak *Wolverine* pulls into Detroit station from Chicago, July 27, 1977.

Frank P. Stock, 2614 Whalen, Hamtramck, Mich. 48212

IN SEARCH OF STEAM

With Mike Eagleson

Mr. Jenkins, Southern Ry. road foreman of engines, at throttle of 610 out of Lexington, N.C.

GREAT NEWS for steam enthusiasts is that the Southern Railway is now operating ex-Texas & Pacific 2-10-4 No. 610 on fantrips for at least three years. A cause for rejoicing! Fifty years, ago the big Texas type rolled out of the noisy erecting halls at Lima, Ohio, and headed toward Texas for years of T&P service. With the end of mainline steam, the superpower giant was placed in a public park at Forth Worth, well protected from vandals. More recently, the 610 Foundation restored her for use on the Texas portion of the American Freedom Train's tour. After running only a few days for that purpose, the 2-10-4 languished away, no nearby railroad being willing to operate the fully serviceable steed on excursions.

But that didn't end the story. Like the old fairy tale about Prince Charming awaking with a kiss the Sleeping Beauty in her castle, along came the Southern Railway's clear-sighted management to the rescue. Leasing the 610 for three years, SR sent her to its Birmingham Shops for certain repairs and a checkup. Then, to the delight of thousands of passengers armed with cameras, it began operating her on its own system.

I, for one, rode and photographed several of the 610's August and September spectaculars. On Sunday, August 7th, for example, I was the guest of Jim Bistline, SR's Assistant to the Chairman, and traveled in the locomotive cab from Salisbury to Greensboro, N.C. Even with 18 passenger cars, the loud-talking Texas type made easy work of the undulating hills, their grades barely slowing her down. You should have seen her storm up and over everything in her way.

The speed limit was set at a brisk 50 miles per hour, but for a brief period her speed recorder hit 52, and the locomotive pounded and vibrated noticeably harder. On one portion of that trip, the assigned engineer and fireman sat or stood in the tender while Mr. Jenkins, Road Foreman of Engines, occupied the right-hand seatbox. Don Purdie, son of the Southern's Master Mechanic for Steam Locomotives, worked the oil fire.

I enjoyed especially the way 610 eased out of Salisbury station en route to Alexandria, Va. After we had carefully threaded the yard switches, Mr. Jenkins leaned over to Purdie and shouted, "Now let's see if we can make her talk!" With that, he rose to his feet and hauled back on the throttle, nearly to the last notch. Without a slip, the big girl's bark erupted and echoed joyously off adjacent factory buildings and rows of freight cars.

Under an overhead highway bridge, the exhaust boomed back to us. A thermometer in the cab registered 120 degrees. The radio squawked back and forth between the dispatcher, conductor, and engineer. It was big-time, mainline steam at its best. Thousands crowded the Southern's right-of-way to see the 2-10-4 storm by. More trips are planned for the future. I hope our readers will do all they can to support this Southern Railway operation so that it will be continued.

The Southern's newly leased 610, seen at Browns Summit, N.C., Aug. 7th, performed beautifully en route from Salisbury, N.C., to Alexandria, Va.

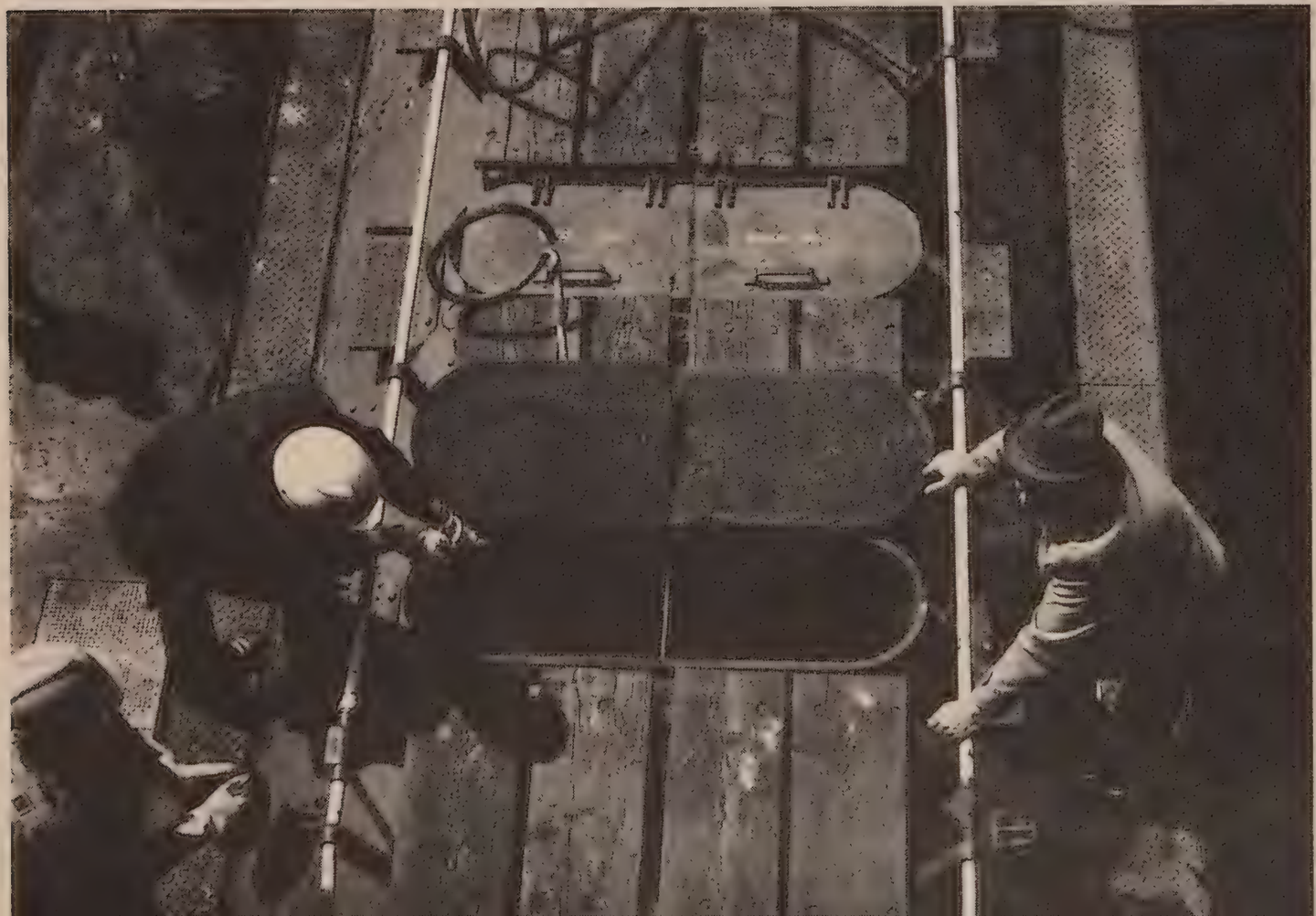
Both photographs on this page by Michael A. Eagleson

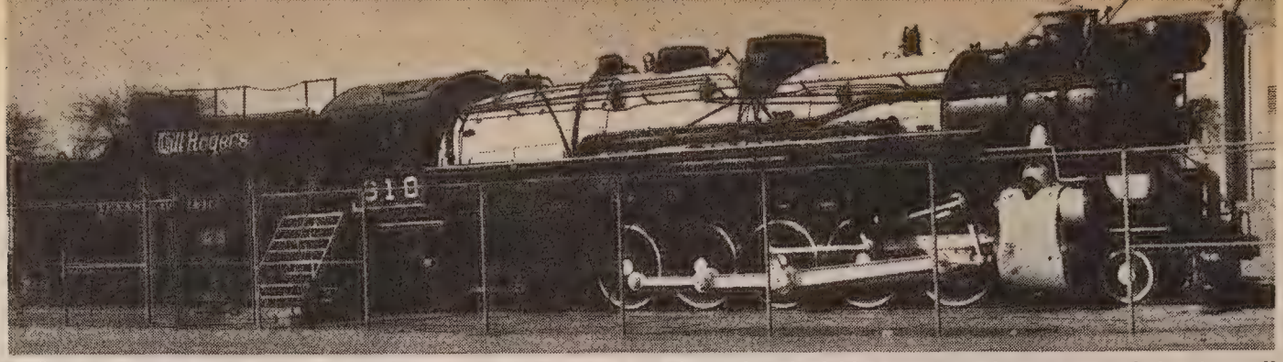
SANTA FE 4-8-4 No. 2912, on display for 20 years in Pueblo, may someday be in steam again, reports Kurt Stecco, 11 Loch Lomond, Pueblo, Colo. 81001. Retired railroader R.H. Deems formed the Monument Locomotive Company and is now in the process of acquiring the 2912 from the city. He hopes to completely restore the giant Northern and run fantrips between Denver and New Mexico. At this writing, he reportedly has 90 days to acquire her.

As an editorial comment, following

No. 6060, one of Canadian National's very few active steam locomotives, is shown being serviced in Toronto's Spadina Yard last year. (Below) Her tank gets a dose of water compound treatment.

Photographs by A. Morgan (address unknown to us)





T&P 610 displayed at Fort Worth in 1965. Who'd have thought she'd be restored ten years later to pull the American Freedom Train and now leased to the Southern for three years of fantrips?

Photograph by Michael A. Eagleson

the "on again, off again" ill-fated attempt of the Santa Fe to restore its No. 2925 for excursion service, several groups in the West are eager to restore a Santa Fe 4-8-4 of either the 3700 or 2900 series. To do this, even with volunteer labor, this would take over $100,000 in capital. May I offer a suggestion? If the groups could pool their efforts, select a single restorable Santa Fe 4-8-4, and rebuild her according to ICC and ARR standards, then perhaps the engine could be offered to the Santa Fe to operate over the system as a public relations effort. Since the AT&SF originally considered this idea but decided against it, due to the high cost of restoration, this method would solve their No. 1 problem—money. Since many examples of Santa Fe 4-8-4's are on display in the West and Southwest, replacement parts could be swapped from them to make the one operable.

America's last Climax locomotive, the *Bloomsburg Climax*, is lifted onto a flatcar at Bloomsburg, Pa., for trip to Roaring Camp & Big Trees Narrow-Gauge RR. at Felton, Calif., where she will pull passenger trains.

DURING THE EARLY 1960s, ex-Hampton & Branchville 4-6-0 No. 32 was stored at York, Pa. Who can tell me where she is today and if there are plans to run her?

AVON LAKE PLANT of Cleveland Electric Illuminating Co. has donated its 0-4-0 fireless No. 7 to the Mad River Railroad Museum in Bellevue, Ohio. For 30 years she was used to haul coal for the power plant, but during the past 10 years she was seldom used, as diesels did the work. The locomotive has been pulled to Bellevue near Fremont.

LONGVIEW, PORTLAND & NORTHERN's 2-8-0 No. 680, which has been idle since 1964 at Grande Ronde, Ore., was recently sold to Bob Gray of Virginia City, Nev., for restoration and use on a tourist road in Nevada. Built by Baldwin in 1914, she went to Oregon in 1922. The engine was sold for $25,000 and will probably require another $10,000 for shipment by lowboy trailer to the Nevada tourist line.

NOTED RAILFAN Edgar Mead has donated his Irish narrow-gage 2-6-2 tank engine—displayed at Steamtown in Bellows Falls, Vt.—to the Pine Creek Railroad at Allaire, N.J. Edgar's generous gift includes paying half of the moving costs. The oil-fired engine was built in 1891 for the Tralee & Dingle Railway. The Pine Creek hopes eventually her to make operable.

According to *The Marker Lamp*, published by the North Jersey Chapter, NRHS, Steamtown may possibly move from Bellows Falls, Vermont. At least three offers have been made: one at Orlando, Fla., another in Ocala in the same state, and a third in Maryland. Orlando seems to be the most likely new location.

Steamtown has been offered restoration of all equipment. Robert A. Barbera, Director and Treasurer of Steamtown, told a meeting of the

Allegheny Railroad scheduled two doubleheaded steam excursions, Pittsburgh to Altoona, Pa. A hotbox spoiled the first trip, May 15th; diesels hauled the train on part of its journey. Photo shows one of them (at far left), eastbound out of Cresson. Second steam trip, May 22nd (pictured in Aug. issue) was a success.

Richard J. Cook, 2876 Fairmount Blvd., Cleveland Heights, Ohio 44118

Here are 3 of the 4 old slim-gage White Pass & Yukon steamers sent south from Alaska recently. Two returned to Sumpter Valley RR. at Baker, Ore. Two went to Whistle in the Woods, Rossville, Calif.

Howard Clifford, 16401 3rd Ave. S.W., Seattle, Wash. 98116

Randy Paquette, of Michigan State RR. Club, shows other members how to take boiler studs from PM No. 1225. Restoration was done on State University campus.

John Corns, 604 Fulton, Canton, Ohio 44703

Central Florida NRHS Chapter that Orlando's Mayor Carl Langford is the main force behind the proposed move. Considering the warm Florida climate, proximity to Disney World and Sea World, a glowing prediction of two million visitors per year has been made, as opposed to the 200,000 that visit the Vermont location annually. Moving costs have been estimated at $400,000 and structure costs at $4.5 million.

MICHIGAN STATE UNIVERSITY Railroad Club has completed the superheater repairs on its Pere Marquette 2-8-4 No. 1225 at East Lansing, Michigan. Let's hope the group can get backing soon to have their fine example of superpower steam operating on excursions.

CONTINUE SENDING steam news to Mike Eagleson, 37 Edgemere Avenue, Mt. Arlington, N.J. 07856.

STEVE MAGUIRE'S

TRANSIT TOPICS

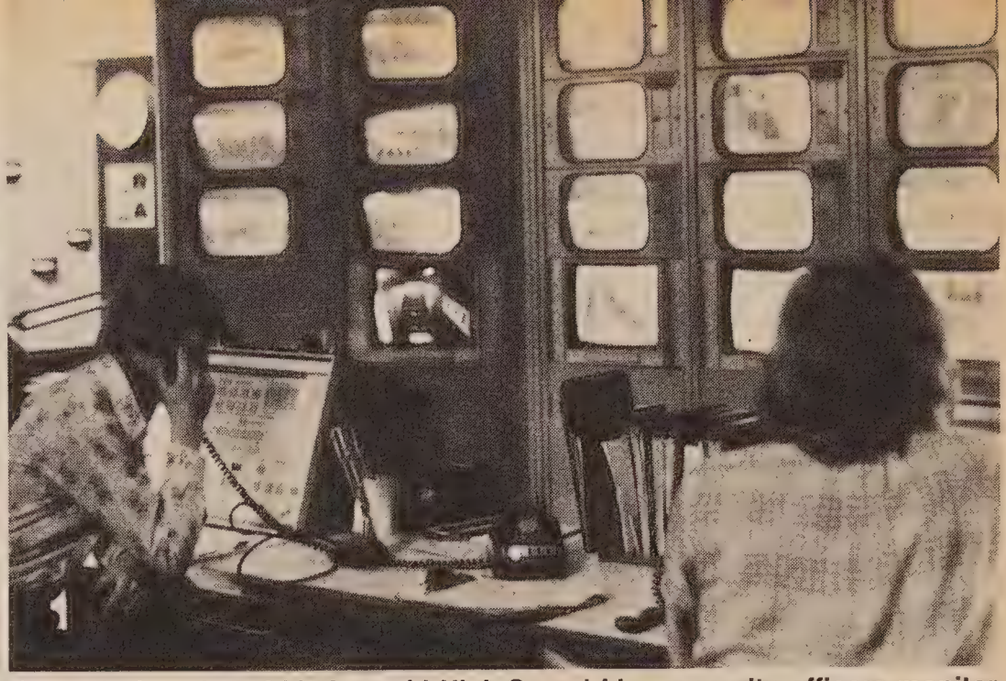
THE FIRST application of light rail systems as feeder lines to rapid transit subways in the Western Hemisphere will probably eventuate in Rio de Janiero, Brazil—of all places!

We learn from *Modern Tramway,* monthly publication of Light Railway Transport League, 3 Kings Orchard, London, SE9 5TJ, England, that Rio has already chosen a light rail system on street level for feeder service to the subway system it is now building. Locally termed *Pre-Metro,* the new surface lines will be somewhat similar to the German Stadtbahn, now popular in Europe. There are also plans for serving some of the less densely populated suburbs by light rail as a replacement for present bus services.

Rio has already placed its first order for 68 six-axle articulated cars to operate in trains of from 2 to 4 units. Each car could hold 300 passengers and make a top speed of 55 mph. Electrical equipment will be developed and built by a consortium of BBC and Siemens and their Brazilian subsidiary organization, utilizing the German technollgy extensively. The Brazilian firm of Cobrasma will build these cars. Sketches show them with a definite European design akin to recently-built Swiss *Tram 2000.* German experts from Dusseldorf will train the operators.

PITTSBURGH, Pa., offered a novel tour project last summer, combining a scenic river cruise with a visit to the Monongahela Incline and a ride on a specially-decorated Port Authority trolley. Jim Cerny of Pittsburgh tells us that PAT promoted the tour in conjunction with the Gateway Clipper Fleet. It carried riders along the Monongahela, Allegheny, and Ohio rivers. Then the group boarded a PCC car whose roof has been redone to resemble an oldtime riverboat. This car ran to the Monongahela Incline, where riders left for a trip up Mt. Washington and back, returning downtown via the special trolley.

Also at Pittsburgh, three Mellon family foundations reportedly lost $8.6 million in advance buying up of downtown land intended as a massive transit center for Pittsburgh's ill-fated Skybus project. In the late 1960s, the foundations had been urged by former Mayor Joseph M. Barr, former County Commissioner Leonard C. Staisey, and former city Planning Director John T. Mauro to buy up the land quietly and hold it until PAT had enough money to buy from them the large superblock.



In control center of Lindenwold High-Speed Line, security officers monitor each station on closed-circuit TV to curb crime and graffiti.

Photograph by Marc S. Balkin

PAT needed the land above and adjoining the Consolidated Rail Corp. tunnel for Skybus right-of-way and the downtown transit depot. It sought the land extending to Grant Street for a large commercial real estate development, the income from which was to help offset PAT's operating deficits. So secret was the land-buying program intended to be that even now some foundation officials refer to it as "Project X." With the Skybus project dead, the Mellons sold the land last year, taking a loss of $5.3 million on the sale and an additional $3.3 million in operating losses on the properties.

IN PORTLAND, Oregon, where a decision for future transit planning is about to be made, the public is being asked its own preference between highways, buses, and light rail. Henry R. Korman, Longview, Wash., sends us an editorial from the *Oregon Journal* which says:

"Study of the alternatives for future users of mass transportation finds positive aspects riding most heavily on the light rail transport (LRT) method of moving people. LRT has a record of he fewest accieents of all the choices . . . Noise is less of a problem with an LRT system than with buses. The rail mode, says the study, is essentially pollution-free. In downtown, at the present time, 315 buses leave town during the evening peak hour. In 1990, this number would remain the same, with 30 train departures added. Under other systems, there would be more than 500 hourly bus departures at the evening peak . . .

"The initial investment in LRT is

Fort Dodge, Des Moines & Southern locomotive type 40-E-80-4GE206

heavier than the other suggested systems, but the operating costs are enough lower to justify its use. Moving more people quickly, safely and without additional pollution to the air in the congested parts of the city has to be convincing data on which to make the decision."

PULLMAN STANDARD Division of Pullman Inc. is completing delivery of the largest equipment order ever placed for rapid transit rolling stock. Upon delivery of these 754 cars, the New York City Transit Authority plans to retire all of its remaining pre-war rolling stock.

One car of the order has been sent to Venezuela as a demonstrator for the proposed rapid transit rail system to be built at Caracas. Apparently Pullman hopes to secure an add-on order for this R-46 type car that will enable the firm to recoup at least a portion of its losses on the New York order. Pullman reportedly has sustained a total loss of $18,600,000 on the contract, after taxes. This is due largely to an increase in the costs connected with certain equipment designed and supplied by others.

FROM Branford Electric Railway's *Journal* we learn that the Town of East Haven, in which the trolley museum is located, is exploring the feasibility of extending the trolley line west along River Street in East Haven. That street ends at the Sprague Terminal. The plan would see tracks re-installed along the old Branford route to the East Haven Green, where cars would circle the Green and then loop back along River Street. Preliminary discussions with East Haven authorities are being led by Branford's Ray Crapo.

Ex-Petaluma & Santa Rosa combine at Calif. Ry. Museum, Rio Vista, Calif.
Photograph by Vernon J. Sappers

SEATTLE, Wash., which hasn't seen a streetcar in more than 35 years, although it still has a trolleybus system, continues to talk about a new trolley line that would run along the waterfront between Pioneer Square and the new Myrtle Edwards Park. Two Melbourne (Australia) trolleys would be purchased to serve the line. With new trams being delivered to the Melbourne system regularly now, the system there has available trolleys for sale in good working condition.

CAR 601, the last trolley to operate in New York City—on the former Queensboro Bridge Ry.—was *not* totally destroyed in a recent fire at the Coney Island yards of NYCTA as our July issue reported. Bruce Russell of Glen Ridge, N.J., writes that the flames damaged only the roof of the historic vehicle, which is now being restored for exhibition in the new subway museum at Court Street, Brooklyn.

Another correction. An item in our August issue stating that Manx Electric Ry. trolleys were being replaced by cars from Aachen, Germany, is not true, according to Dr. Marshall I. Nevin, 820 DeMott Ave., Baldwin, N.Y. 11510 who recently visited Douglas on the Isle of Man on an Electric Railroaders Assn. tour. Dr. Nevin says the Aachen cars were purchased for their electrical equipment, which is to be used in renewing the Snaefell Mountain Ry. cars operated by Manx Electric. The Aachen car bodies themselves will probably be scrapped.

Our review of the story of the *Troy & New England Ry.* in the May issue said the line ran from the outskirts of Albany to Averill Park. We meant to say Troy instead of Albany. Thanks, Thomas R. Ratigan of Cohoes, N.Y., for this correction.

Our story of the Patterson Heights Street Ry. in the June issue ventured the opinion that trolleys usually did not operate on grades exceeding 7 percent. That is true. But Felix E. Reifschneider, a leading authority on electric traction history, writes from his Fairton, N.J., home, where he is retired, many old traction lines actually did run up such grades. The steepest was the Hegeman line of the Fonda, at Amsterdam, Johnston & Gloversville, N.Y., which had a 14 percent grade. There was no trouble getting up. The difficulty came in getting *down*. After several runaways, the problem was solved by the installation of magnetic brakes.

Ronald J. Cernak, 36 S. Lincoln, Westmont, Illinois 60559

Baltimore PCC 7101 on Rte. 15, Belair and Berger Roads, Oct. 11, 1961.

tion line in New York State. He says there was a 13 percent grade on the East State St. line in Ithaca. Cars would not stop going up but would stop on demand while descending. Other steep grades could be found coming up from the Hudson River in Tarrytown, N.Y., where the Westchester Electric had a 12 percent grade on the line to White Plains and at Poughkeepsie, also ascending from the river.

Even midtown Manhattan had a short, steep grade on the Lexington Avenue line near 79th Street, Mr. Reifschneider recalls. On this brief ascent cars had to make a run for the top. They could not stop on it, for if they did they could not start again and would have to back down and make a fresh start from the bottom. This was known as a momentum grade. These cars were obviously two-motored cars that ran otherwise well on the level streets of Manhattan Island.

Chicago South Shore & South Bend "Little Joe" waits just west of Michigan City for clearance into Burnham Yard in August, 1971.

Karl R. Zimmermann, 70 Valley Rd., Glen Rock, N.J. 07452

Electrification Is Needed

AN interesting report to the Canadian Transport Department recommends electrification of most heavily-traveled Canadian rail lines, according to new received from W. Alton Bennett, 160 Edgar St., Cambridge, Ont. N3H 4H8, Canada.

As a first step, the Canadian Institute for Guided Ground Transport at Queen's University has recommended building a 400-mile prototype operation either between Thunder Bay and Winnipeg or between Edmonton and Kamloops, B.C. Decisions on such an operation should be taken soon, the report states, because of the time it would take to build the system and to decide whether the results justify spreading electrification further.

The report says 9,500 miles of track could be converted to electric power in the next 30 years, reducing rail demand for diesel fuel by 50 percent. This would free diesel fuel supplies for other uses.

The $60 million-a-year cost of building the electric system seems large until you consider diesel fuel savings. The Institute estimates there would be annual savings of $52 million to $65 million in fuel by 1985 if electrification was extended to 885 miles of track.

The essence of the case for a serious consideration of electrification is the probability that oil supplies will decline while oil prices keep rising.

Conserving fuel is, therefore, of the "highest priority in Canadian national policy," the Institute maintains. Electric trains provide improved service on heavily-used lines. This should encourage traffic to shift to rail from road and air services which use fuel less efficiently.

New Electric Publications

THE CASE FOR RAIL TRANSIT, a 20-page report prepared by the American Public Transit Assn., 1100 17th St., N.W., Washington, D.C. 20036, is an illustrated statement of facts supporting the use of rail lines for mass transit.

TORONTO SUBURBAN MEMORIES is the title of an 8-page illustrated story of the radial interurban that ran from Toronto to Guelph, Ont., until 1931. It appears in the April '77 issue of *Canadian National Electric Lines,* publication of a historical group of the same name, P.O. Box 565, Oshawa, Ont. L1H 7L9, Canada, but they forgot to mention its price.

A 15-PAGE ARTICLE on Montreal's trackless trolleys appeared in the March '77 issue of *Canadian Rail,* publication of Canadian Railroad Historical Soc., P.O. Box 22, Station B, Montreal, Quebec H3B 3J5, Canada. Again no price is mentioned.

EXCELLENT COVERAGE of traction lines of Continental Europe is contained in the July-December '76 issue of *Headlights,* published by Electric Railroaders Assn., P.O. Box 80, New York, N.Y. 10008. Entitled *Why Not a European Vacation?,* by John F. Bromley, this 47-page issue contains excellent photos of current traction lines in Europe, listing all of them and commenting on the most interesting ones. *Headlights* subscription costs $12 per year.

William F. Bolton, 21 Cowles Rd., Mosman, N.S.W. 2088, Australia

Photo from Australia. PTC overhead inspection car AL-20 at Strathfield substation yard within a wye. This former mail-baggage car was converted and re-equipped with pantograph, observation cupola, and crew facilities. When it goes on tour, Australians get chance to view its operation.

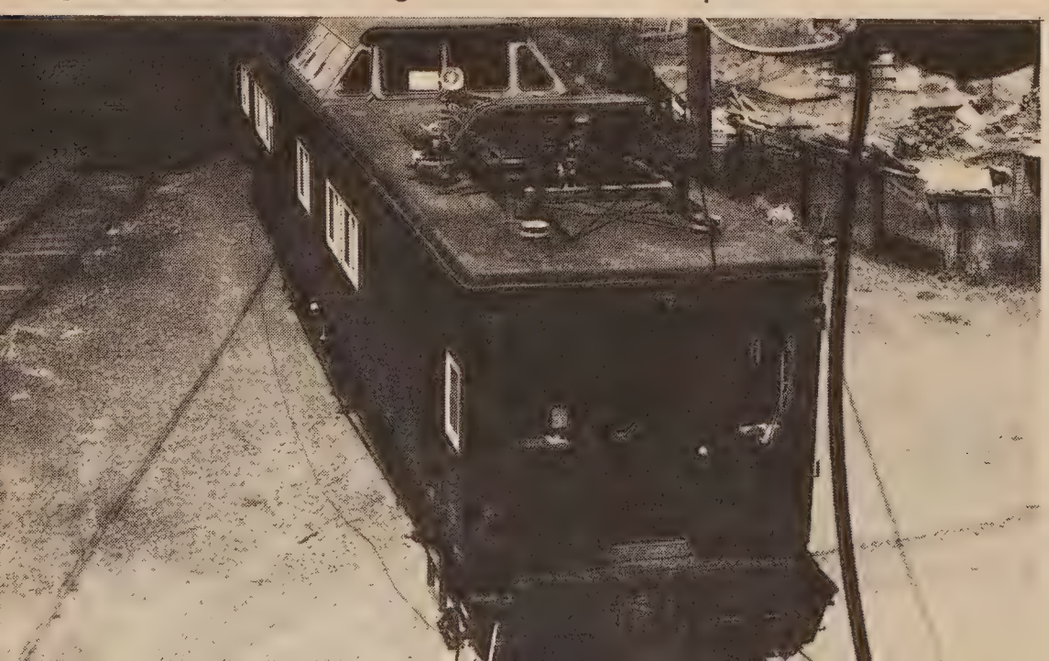


Photo by W.M. Weber

TRACKSIDE in the Diesel Age

With Jim Edmonston

THIS FALL sees the motive power picture moving relentlessly toward exclusion of older, minority-builder units. Conrail's latest scrap consignment encompased all the Penn Central and PRSL Baldwins, Conrail's last Baldwin, Ironton Railroad 751, a DS-4-4-1000 switcher, went to scrap last July 27th, according to "Choo Choo Charlie" of Bethlehem, Pa.

The 751 still possessed her Reading-style lettering and number, although she was supposed to have been renumbered Conrail 8354. The Ironton was a joint Pennsy-Reading venture, with the Reading supplying the 751. With the inclusion of Reading into Conrail, the Ironton was dragged in also. Now, rebuilt switchers from the old Lehigh Valley are coming back to the area and one of these is expected to replace the 751.

Seaboard Coast Line, by transferring all remaining Alco units to the Louisville & Nashville in 1976 and '77, is now all EMD and GE. Southern likewise is all EMD and GE, with no remaining GE's smaller than U-23B's. Those two Norfolk Southern 70-tonners were delivered to Champion International's mill at Courtland, Ala.

Better get your photos immediately of Southern's SD-24's, as they began to disappear in October. All 48 will be removed from service, with the last seven stored, and 48 SD-40-2's will replace them. New MP-15DC's (26), already on the property, have been replacing NW-2's.

Norfolk & Western, which itself purchased a fairly simple and standardized group of diesels, inherited many strange and exotic models from the NKP, Wabash, Virginian, AC&Y, and P&WV. The years since the big merger have seen gradual lessing of the more interesting units, with the last Alco S-4 gone in 9/76, the last F-M Trainmaster (No. 173) the same date (which, by the way, was the last F-M loco on the property; the H-12-44's and H-16-44's were gone in Nov. '75 and June, 1976) and the final GE U-25B retired in Nov, 1975.

No. 7902, that Baldwin AS16 road switcher repowered by EMD on the old Nickel Plate, has finally expired; she was sent to Roanoke with a cracked frame. She was the only vestige of Baldwin left on the road. Alco RS-3 No. 307, one of the first group of diesels N&W purchased, is the sole survivor of that group, although three ex-NKP RS-3's remain.

This month's Conrail report reflects the addition of the new power (144 new units received in May-June-July) and the inevitable housecleaning of older and minority models. The big road accounts for about 75 percent of my mail. Its fans and followers are legion, it seems, yet the railroad is not easy to love. The current tactic of using management "spies" disguised as railfans (complete with cameras) to catch trainmen in rules infractions is disgusting. If you can't trust your employees that far, the organization is in tough shape.

Many Conrail locations are strictly off-limits to visitors, and security forces over-react violently. Of course, vandalism and thievery caused a lot of this negatism. Most Conrail people I deal with are friendly and helpful, but I suspect they are not proud of their outfit. Well, CR's locomotives continue to interest fans, not because they are clean and attractive, but simply so many and so varied.

AL SHADE, who watches Conrail in the Cleveland area, where activity is tremendous, still spots large numbers of Alco power (Centuries, RS-27's) and F-7's. A late report has six of the unique RS-27's, plus LV No. 633—a C-628 which started life on the Monom—ex-PRR C-425's, and other Alco road power in a dead line for scrapping. Conrail and Chicago & North Western leasers are running side by side with CR's new power.

CR had a problem at Wooster, Ohio (on the ex-PRR speedway of a mainline), when a Servo hotbox detector gave no indication of trouble east of town but the tape in the machine had registered a 200-degree hotbox. They scattered 31 cars for over a mile, with

Norton D. Clark, 21 Endicott St., Newton Highlands, Mass.

Smoking like a steamer is Fore River Railroad No. 17, an Alco S-6, formerly Southern Pacific No. 1250, shown at Braintree, Mass. Note the SP bell placement and the dual sealed-beam headlight.

(Above) Western Maryland Alco S-6 No. 152 at Port Covington (Baltimore), Md., on Feb. 24, 1957. WM's last-bought switcher. (Below) WM S-6 No. 151, now scrapped. Note very plain front end and single headlight.

Both photographs by the late Jim Pellas

a 60-foot high-cube box winding up inside the Wooster depot. That's a blow, since the local historical group had just finished refurbishing and painting it. When they pulled the car out, the roof caved in. CR had the wreck cleared up sufficiently to open one through track in 19 hours, which is good time for such a wreck. TV-62 was crawling through as Al arrived on Sunday morning (Aug 7th).

Action at Orrville tower that day was heavy, with 11 trains and 34 units passing by, including CR, PC, C&NW, and GTW paint schemes. CR GP-40's 3257-3258, usually on high-speed Boston-Chicago Trailer Van schedules, were working a coal drag. On Aug. 13th Collinwood was an unusual and (to a dispatcher) frightening sight, with 56 units on the shop tracks and but three on the ready line. Eleven trains and four light power moves accounted for 48 units in and out, which improved things. Interesting cars noticed were McCloud River RR boxcars in white with chocolate lettering and a big brown bear herald. Also a string of 60 new 100-ton hoppers lettered Lake Erie, Franklin & Clarion, in the 2500 series and all built last July.

OVER EAST, in an effort to clear up the conflicting reports on the re-electrification of the ex-DL&W Morris & Essex Division, a letter with the official plans came to me from C.G. Clune, assistant passenger trainmaster on Conrail's Hoboken Division. The job will proceed with very little interruption of service, and will not dieselize for a year, despite contrary claims. No E-8's or 1400-series Geeps are envisioned for the future. Mr. Clune says no passenger equipped units are available except those used by Amtrak. PC cars presently in Hoboken are stored pending disposition by the New Jersey Department of Transportation.

Poughkeepsie is a good spot for those rare FL-9's; six were there while Jerry Rosenfeld watched. On the Pascack Valley line out of Croxton Yard was SD-9 No. 6916, the only EMD six-motor unit Jerry ever saw on this line (GE U-34CH's haul commuters here).

Carl Timko, Conneautville, Pa., lives close to the Bessemer & Lake Erie, and happened to spot one that is new to me: Pittsburgh & Conneaut Dock F-7, and ex-B&LE unit, painted yellow and black. It was lashed up behind B&LE SD-38's in a B&LE frieght. Carl also saw a boxcar in orange and black, but could get only part of the lettering. The herald is a cross in a circle like the Santa Fe, but the word "Railtown" forms the horizontal bar. Anybody else spot a car like this?

Greenville Steel Car Co. in Greenville, Pa., uses a yellow GE 70-tonner. Conrail in Meadville, Pa., presents the standard (by now) mix of ex-Erie, Reading, Jersey Central, and LV power with a few CN and C&NW units on hand. Bill Plack, who oversees Conrail operations from Wilkinsburg, Pa., east of Pittsburgh, saw CN locos from the latest lease, Bangor & Aroostook GP-38 No. 86 and one of the Morrison-Knudsen TE53-4E's—his first, which was a surprise. CR leases (not demonstrating, as was thought) two of these wide-cab rebuilds, 5302 and 5303.

The tragic Johnstown flood of 1977 messed up the same railroad that it did in 1889 as history repeated itself. No eastbounds ran July 20 or 21. Seventeen miles of track was washed out in Johnstown.

Bill notes that new boxcars lettered for New Hope & Ivyland now carry "McHugh Brothers Line" on them. He has heard about Precision National locomotives but doesn't recognize them. These are GP-7's and GP-9's which have been rebuilt (some upgraded to higher horsepower) and leased out to whoever needs them. They are normally green and yellow, with the logo "Precision" on the sides. Precision is a locomotive rebuilder/repairer which uses Illinois Central Gulf's Paducah (KY.) Shops for its work area. ICG runs a great many Precision-rebuilt locos of its own.

WAYNE SMITH, 504 S. Colfax, Warsaw, Ind. 46580, watched a "funeral" train of some 30 retired Conrail locomotives pass through his home town last summer, headed for scrapping (no doubt at Pielet Brothers in McCook, Ill). The power was a Conrail U-boat and a C&NW Geep, the train included Baldwin switcher, Baldwin RS-12 road switcher, Alco DL-701, RS-2, RS-3, RS-32, RS-1, and a group of EMD switchers, probably mostly SW-1 and NW-2's.

DAVE WYANT, 2567 Kings Way Drive, H, Lafayette, Ind. 47905, is a new railfan and is impressed with the various locos he sees on Conrail at Avon Yard in Indianapolis. BAR GP-38 No. 81, M-K No. 5303, Grand Trunk Western SD-40, Precision 172, SP power (U-33C's), and some ex-Erie Lackawanna F-7B's still in EL paint. Some F-7's are seen from time to time on Conrail.

Dave asks what the M-K logo means. It's a stylized circle with the letters "MKo" enclosed. Actually, the circle's ring is the letter C, and the lower case 0 is meant to follow the C

to form the abbreviation for Company. The Morrison-Knudsen Co. of Boise, Idaho, owns the loco.

I got a surprise on July 26th as I took the family west on US 50 outside of town. CR's very late TV-17 was approaching Riverside Yards and the power was a pure A-B-A set of F-7's! Also, I understand there are a few red faces in town as CR employees found a "missing" L&N unit train—70 empty cars which had been shoved into a siding at Undercliff Yard and forgotten about for five days.

ACCORDING to the Illinois Central Gulf's Mechanical Department newsletter, *The Inside Track*, the number of locomotives held for repairs systemwide has been greatly reduced because of the service Iselin Shop at Jackson, Tenn., has been providing. Production so far this year is ahead of the same period for last year.

During 1976, the shop repaired 17 badly damaged locomotves and many locomotives from every home shop. Twenty-six ALCO locomotive trucks were rebuilt. Iselin Shop was awarded a contract to rebuild four switch-type locomotives for an outside company. Other accomplishments last year include changed out components totaling 67 main generators, 22 prime movers, 64 trucks, and 19 traction motors. Iselin Shop was once a major repair facility for the GM&O. About 60 shop personnel work two shifts there now.

THE FIRST two of 40 controversial SDP40F locomotive units to be converted to shorter, lighter, 4-wheel truck configuration were delivered to the Amtrak power pool in Chicago on July 26th, reports the *Locomotive Engineer.* A third unit was delivered July 28th, followed by two more on July 30th, according to an Amtrak spokesman.

The reworked locomotives are designated F40PH(R), and are similar to other F40PH units except they are heavier — 262,000 pounds instead of 259,000—and have a greater fuel capacity of 1,800 gallons as opposed to 1,500 gallons.

The decision to invest more than $13 million in the conversion of the SDP40Fs followed criticism by numerous members of the Brotherhood of Locomotive Engineers that the huge locomotives exhibited rough-riding tendencies and appeared to be derailment-prone. Other complaints about the GM units were registered by various railroads which issued slow orders for all Amtrak trains powered by SDP40 units.

The controversial SDP40F locomotives—Amtrak bought 150 of them—were involved in as many as 14 derailments in a period of three years in which one passenger was killed and 332 others were injured. BLE members had been complaining since 1975 that some of the SDP40F units exhibited such rough-riding tendencies that they feared for their safety and that of their passengers.

Meanwhile, Amtrak officials are still awaiting word on the outcome of the tests that were conducted of SDP40F locomotive units last spring. The tests, carried out jointly by the Association of American Railroads, Amtrak, the Federal Railroad Administration, and GM's Electro-Motive Division—builder of the units—were designed to learn whether or not some fault in the design of the locomotives—in addition to track conditions—was responsible for derailments and, if so, how the fault could be corrected.

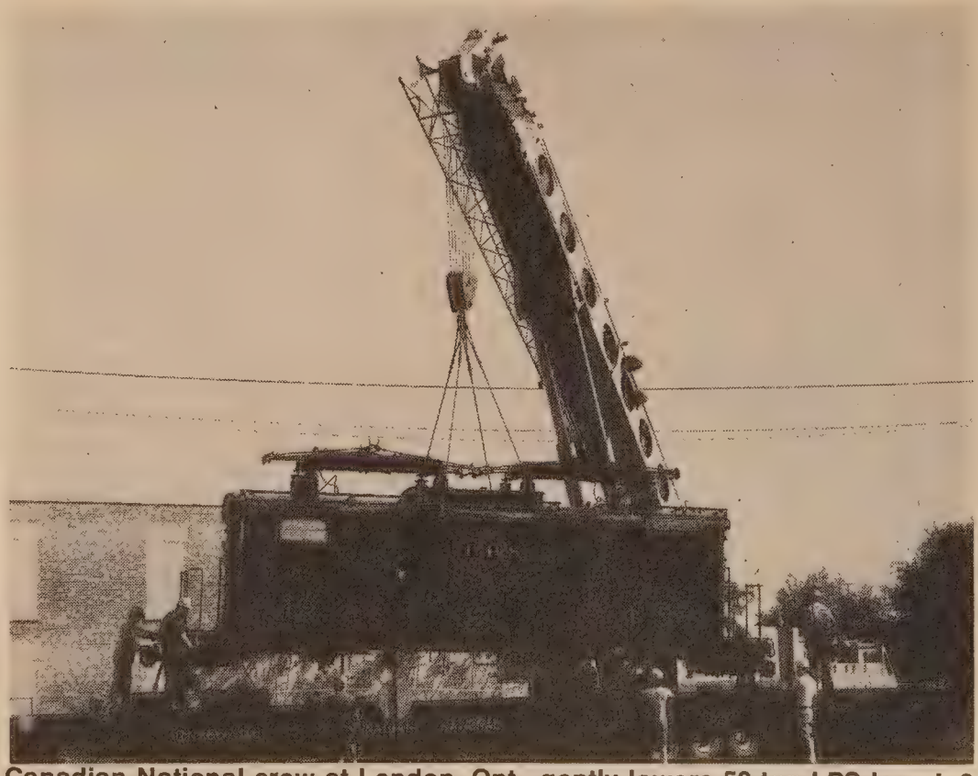
UNION PACIFIC has scrapped its last three U-50D's (B-B-B-B's) and has retired 17 of the later U-50's, with 5017-39 stored serviceable. Twenty-three of those 40 three-year-old Amtrak SDP-40F's have been scrapped at Pielet Brothers after being stripped of parts usable in some new F-40PHR's numbered 230-269.

New power is predominantly EMD, as usual, with GP-38-2, GP-40-2, SD-40-2, and MP-15DC models the most popular. Conrail, Frisco, BN, ATSF, SCL, L&N, and SP are recent or near-future GE buyers. Conrail's latest U.23B order (2789-98) is thought to be the last of the "U" models. Montreal Locomotive has orders for M-636's from the Australian firms Robe River Mining, MT Newman Mining, and Hammersley Iron. No orders from Milwaukee Loomotive Works reported for U.S. roads.

GENERAL ELECTRIC has a Centercab 144-tonner demonstrating on ICG and Milwaukee in the Chicago area. She packs 1100 hp, uses two Cummins KTA 1150L engines, and is 49 feet long, looking like a huge version of the old 44-tonner. That weight (extreme for a B-B) is carried in a massive frame and solid truck sideframes. She should pack tremendous tractive effort at slow (switching) speeds.

A new locomotive builder is the ANBEL Co. of Houston, Texas, which has one loco in service on the Toronto Transit Commission's subway. She is the model DE-700S, a 50-ton Centercab B-B diesel hydraulic, rated at 700 hp. ANBEL offers three models: DH-700, DH-1000 and DH-1500. The Commission's RT-18 uses two Detroit diesel 8V-71T engines, but ANBEL will put Cummins or Caterpillars in if you wish. The loco is similar in appearance to the GE Centercab line, but with a huge cab and a new design of high-adhesion truck.

THE MOST IMPORTANT news on the power scene involves EMD. A new model, designated GP-40X in its experimental stage, should be running as you read this. EMD is offering this loco with a new truck, the HT-B, replacing the Blomberg, and a 16-cylindered 645F prime mover rated at



Canadian National crew at London, Ont., gently lowers 50-ton LPS loco L-2 onto flatcar bound for the CRHA museum in Toronto (May 19, 1977).

G.A. Howlette, 24 Kenwood Crescent, London, Ont. M5Y 3W7, Canada

3500 hp. This plant replaces the 20-cylindered 3600-hp 645 in the SD-45-2 line.

More than just a lone demonstrator, GP-40X will go to work on SP (4 units), ATSF (10), UP (6), and possibly four on Southern. The Burlington Northern possibly will get the first SD-r0X's this November. *X2200 South* staff points out that the logical model number for these units (after tests) would be GP-50 and SD-50, but EMD is not always logical.

ACCORDING TO R.J. McKay, P.O. Box 246, Bartlett, Texas 76511, the Sante Fe has renumbered those leased Canadian National units in a novel way. CN GP-40's in the series 4002-4015 and SD-40's 5030-5040 have had a metal plate with the numeral "1" on it placed over the second digit, making them 4100's and 5100's. This was done to avoid conflict with Santa Fe units in the 4000 and 5000 series. ATSF also has leased 15 units from the C&NW—11 GP-30's and four SD-45's.

ATSF's official 1977 loco orders are $77 million, although new power was in the original '77 plans. Traffic has increased so greatly in such a short time that the leasers are necessary until the new units arrive. Along with the ten GP-40X's we mentioned, Santa Fe is buying 38 SD-40-2's, 14 GP-39-2's, 48 C-30-7's, and 14 B-23-7's.

ONE of *Railroad's* popular photographers, William T. Morgan, P.O. Box 6469, Oxnard, Calif. 93031, took a Northwest trip and reports on some obscure roads: The Oregon, Pacific & Eastern at Cottage Grove, Ore., has quite a variety of power. The town of Cottage Grove has seven steam locos in residence, one of them active. OP&E has an RDC, three GE 70-tonners, a GE 100-ton Centercab, an orange and brown Alco S-2, and an 8-ton Plymouth 0-4-0, built in 1930, which carries number 14½! That little critter looks strange dragging 50-foot boxcars around.

At Klamath Falls, Ore., is a small shop of the Oregon, California & Eastern. This logging road is 100 percent Morrison-Knudsen powered, except for two leased BN GP-9's. The roster includes five M-K model TE53-1-4E 1600 hp units (rebuilt using GE 752 traction motors, EMD 16-567BC prime movers, and frames from UP U-25B's) and two M-K model Se-3B slugs, also built from U-25B frames. OC&E and Weyerhauser Timber share a diesel shop at Sycan, Oregon.

Visiting the Morrison-Knudsen plant itself in Boise, Idaho, Bill uncovered a host of interesting surprises, such as 14 B&O F-7's, ex-Boston & Maine RS-3 frames, EJ&E RS-2's, more UP U25B's (including two of the original high-nosed ones), and N&W GP-7 and SP Alco RSD-12 2950, which was used by the OC&E for a while. There were reconditioned passenger cars for Butterworth Tours, and four BN E-8A's being upgraded to E-9A for the WSMTD. Of huge interest were four old SP U-25B's being rebuilt into M-K models TE-70-4S, which will get 2800-hp Sulzer (of Switzerland) engines, and then go back to SP. Arriving on a truck as Bill Morgan watched were the frame, nose, and mangled cab of Phelps-Dodge GP-9 No. 34, which will be rebuilt. Union, Ore., is the Union RR. of Oregon, which uses a 1928 Plymouth HLC-2, No. 1 That railroad has no full-crew agreement. The one man running the unit had to jump out and couple his own cars, plus climb on top of loads of what appeared to be sawdust to put canvas covers in place.

Bruce Russell, 240 Mt. Vernon Place, Newark, N.J. 07106

Adirondack Railroad, one of the newest shortlines, acquired GE 44-ton switcher from Hoboken Shore Railroad, which went out of business in 1975. Rebuilt at New Hope & Ivyland shops, the unit was repainted Adirondack blue and white.

CHARLES HUNTER, 1701 Bluebonnet St. Denison, Texas 75020, took an extensive trip over Amtrak and D&RGW and reports many locomotives in many places. Among the most interesting sightings we have: TRRA (Terminal RR. of St. Louis) 1207 in Bicentennial scheme, Amtrak ex-PC black RS-3's in Chicago at 21st Street, GM&O F-3A No. 883A with cars still lettered GM&O, Milwaukee F's in Bensonville, Ill,; C&NW F's in commuter service, and C&NW F-3A No. 210 in the enginehouse at Proviso, two out of three serviceable BN RS-3's, 4065 and 4070 still in SP&S paint at Clyde Yard, and Belt Ry. of Chicago 534 in Bicentennial paint.

Rail-to-Water Transfer is still using ex-Durham & Southern Baldwin DRS-4-4-15's numbered 363 and 364. La Salle on the Rock had F 675, ex-UP E-8 652, Bicentennial E-8A *Independence*, and the last E-6A, No. 630; also there were Precision Leasers 621 (ex-Frisco) and 1508. Amtrak leases them both. In Denver, that SCL (ex-ACL) E-6A 501 still sits, and the *Rio Grande Zephyr* had F-9A 5771 and two B units. At Provo, Utah, U.S. Steel's Geneva Works' No. 29 is still in Bi-Cen paint. Salt Lake City had Western Pacific Bi-Cen 1776 leading UP units on a freight.

Ogden, Utah, had six SP RS-32's and two RDS-12's. At Council Bluffs, the Milwaukee had FM H-12-44 No. 743 switching, and the Santa Fe showed its leased CN and C&NW power at Pauls Valley, Okla., and Gainesville, Texas. Finally, back home in Denison, Texas, SP showed up with N&W 1702 and SCL 1770. Both units were obviously running off mileage owed, due to SP units units on N&W and SCL from run-throughs.

FROM John Cox, 3011 31st St. W., Seattle, Wash, 98199, comes reports that the three Southern FP-7's which had been running on Amtrak trains out of Seattle have vanished, and the SDP-40F's are back on the Burlington Northern, running at restricted speeds. E-8A's 334 and 345 as well as FP-7's 376 and 377 are stored at Interbay. On August 5th, a BN Directors' Special of 22 cars and five units came in, with four 700-series F-7's cleaner than normally seen in the area. A Burlington Northern SD-40 led the train.

THE TROUBLED Baltimore & Annapolis RR., which has been truncated for all practical purposes south of the Dorsey Road in Glen Burnie, Md. since 1969, received ICC okay to sell its right-of-way between Glen Burnie and Annapolis to Anne Arundel County for a proposed "linear park," or bike and hiking trails.

Annapolis, capital of Maryland, is not served by any other rail line, and has had no rail service since 1969 (and precious little for 10 years prior to that). Thanks to John G. McDade, 429 Range Road, Baltimore, Md. 21204, for this info.

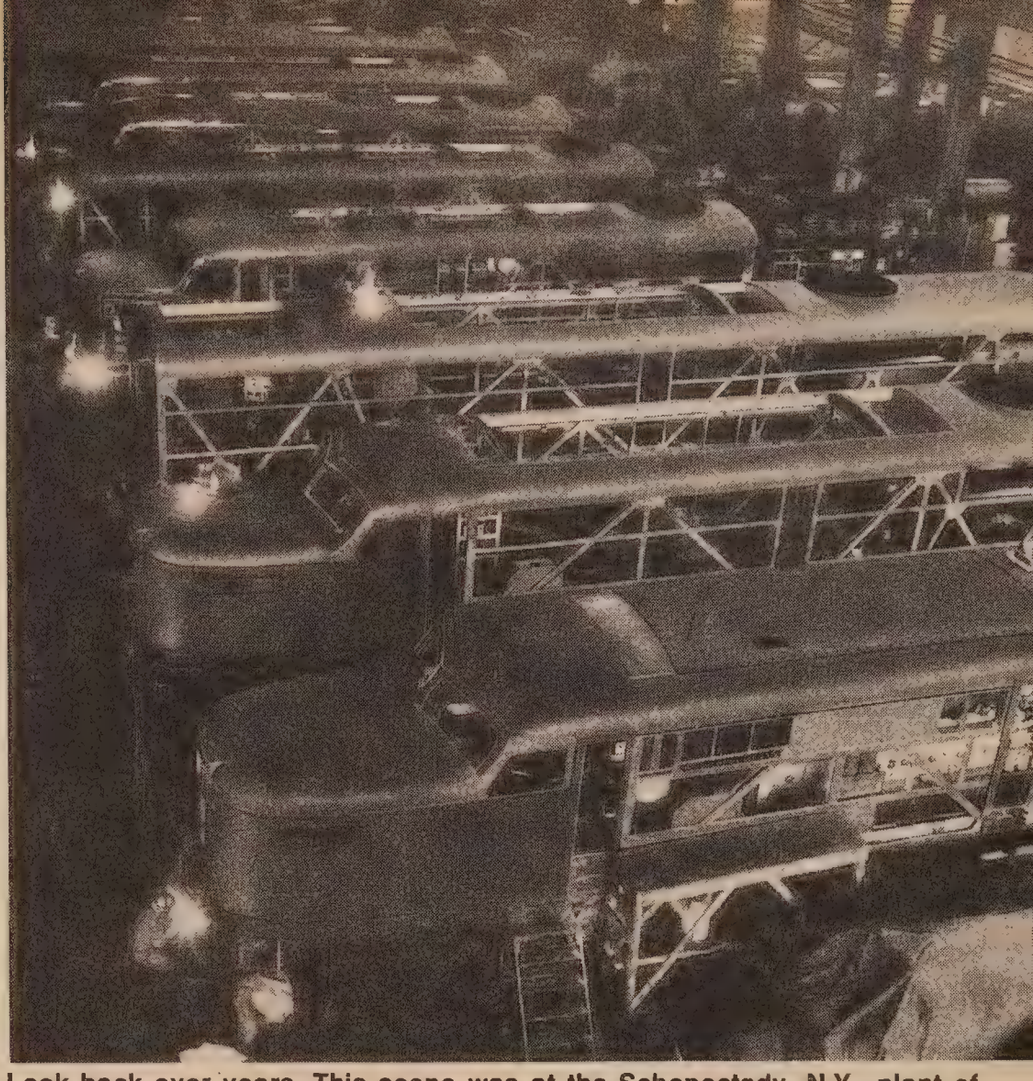
THE 8TH YEAR EDITION, 1974-76 *Southern Pacific Motive power annual*, by D.V. Jewell, put out by Chatham Publishing, Burlingame, Calif., is a soft-cover treasure trove of photos for SP followers and locomotive fans in general. This edition features articles on SP's EMD switchers over 37 years, the Bicentennial engines, 4449 included, new power, retired power, the rebuilding program, and a current illustrated roster, of course.

SP owns a greatly varied diesel fleet, and the book serves nicely as a spotters' guide. Its 112 pages contain many types of photo, but are heavy on roster angles, or builders' photos, as the purpose of the book is identification of models as well as action shots of the various locos. All photos are black and white on heavy coated paper. Reproduction is excellent. A beautiful color cover features SP's only rebuilt U-25BE, No. 6800, in Bicentennial paint on a freight.

Action shots span the railroad: Los Angeles streets, Tehachapi, Donner Pass, Oregon, the Pacific Coast, Texas prairies, southern Louisiana. There are yard scenes, mainlines, industrial spurs, branches, scrapyards. Everything SP owns which even resembles a locomotive (camera car, slugs, brake sleds and plow power units included) are presented with full histories. My copy isn't priced, but the book must be a fine value at whatever it sells for. A complete set of these *Annuals* may be the finest historical record of any railroad's locomotives ever printed.

WALTER W. MACK, 208 E. Garwood, Champaign, Ill. 61820, is an ICG engineer and sees many locomotives coming and going through the Paducah rebuild program. ICG is the "test bed" for many of these units, and Walter mentions using the rebuilt Alaska RR. Geeps on ICG for a time. He sent us a color shot of Cedar Rapids & Iowa City 90, a rebuilt SW-9, on its way back to the CRANDIC. Her paint scheme is Union Pacific red, dark gray, and yellow.

WHO HAS SUGGESTIONS for Ed Matukonis, president of the Warren-truss Co, 1175 Murray St., Forty Fort, Pa. 18704? Ed wants info on who sells amustment-park trains. He wants a diesel, six passenger cars, and about two miles of track.



Look back over years. This scene was at the Schenectady, N.Y., plant of American Locomotive Co., in 1948, when 92 percent of the locomotive production was diesel-electric, the remaining 8 percent steam mostly for overseas. Shown here are 2000-hp passenger diesels and 1500-hp heavy-duty freight units.

Photo from American Locomotive Co.

THE ASSOCIATION of American Railroads reports 55 new and rebuilt locos placed in service during the month of June, compared with 56 in May and 138 in June of 1976. The AAR also reports that, taking additions and retirements into account, the fleet of locomotives on major American railroads as of July 1 totaled 27,051, compared with 27,091 on June 1 and 27,476 on July 1, 1976.

THE FIRST magnetic levitated train for rapid transit purposes is expected to be available for public view and be operational during the International Transport and Traffic Exhibition held in Hamburg Germany, from June 8 to July 1, 1979. The magenetically syspended and propelled train, with maximum speeds of 250 miles per hour, is projected to serve an experimental stretch of about 1.5 miles within Hamburt, (at less than maximum speed), carrying some 50 passengers, a German development consortium announces.

CANADIAN NEWS finds CP Rail ordering 24 SD-40-2's from GMD London, in a joint effort with Ontario Hydro; CP FB-2 No. 4466 to Angus for Scrap; RS-10 No. 8464 tied up unserviceable; RS-3 No. 8431 burned badly at Trenton, Ont., and a total loss; and Baldwin DS-4-4-1000 Nol 7074 scrapped at Ogden. Locos involved in wrecks and crossing accidents include 8492, 8114, 8837, 8651, 6541, 8638, 8620, 1400, and 1408.

Maine Central 953 was spotted in St. Luc enroute to Detroit and the U.S. (where from there?). The proposed CP-UP run-through trains between Spokane and Cranbrook will start as soon as UP readies its new Hinks yard. CP power will highball through to Wells River, Vt., for the next few months, meaning no more Boston & Maine power on CP. The CP plans to lease 16 GP-7's from Precision this year. Algoma Central 169 is now at GMD London for rebuilding; 162 and 165 will follows.

Canadian National's twelve M-636's (2300's) have been returned from Conrail lease but 25 5000's are still on Cr. Other units away from home are 8036 to Union Carbide in Montreal, which had trouble with their NW-2 4010; ex-Reading 90. No. 8028 is at Shawinigan; and Alberta has five CNR GP-9's, GTW has ten GP-38's,

and BCR has eight 3200's. Sante Fe has 14 4000's and 21 5000's, with ten more possibles. Vancouver Wharves No. 26 arrived on a flatcar at Vancouver last April; only thing left of her is the carbody.

SWEDISH BUILDER ASEA has received its largest order; 40 locos for the Swedish State RYs (SJ). The order is worth $43 million. ASEA builds thyristor-controlled electrics and has 175 such units on Swedish State, plus units in Austria, Great Britain, Norway, Romania, and one Amtrak Experimental in the U.S. (which Paul Reistrup lovingly calls "The Swede").

INTERESTING RAILFAN Wilbur Golson, Box 9421, Panama City, Fla. 32407, reports that a GE 65-tonner, IPCX No. 1, GE builder's number 12963, built 1943, is being overhauled at the Atlanta & St. Andrews Bay RR. shops for use as a switcher at Panama City port. The Bay Line shipped 1947 RS-1 No. 912 to the Louisiana-Midland RR. in Jena, La. The 913 will soon follow making A&StAB 100 percent EMD. The Alger-Sullivan 100, a 1919 Baldwin 2-6-2, which has been at Pinto Island Metals in Mobile, Ala., has been sold to the Whitewater Valley Ry. of Connersville, Ind. This tourist road is getting quite a roster, what with a 4-6-0, two Heislers, an East Broad Top standard-gage 0-6-0, a 750-hp Lima diesel switcher, and now a Prairie.

ACCORDING TO Brian Johnston, Rte. 3, Box 27A, Hartselle, Ala. 35640, foreigh power in his area has slacked off, with the CN locos of course being through on the L&N. No Southern Pacific power has been seen for some time. SCL units do come through on Louisville & Nashville, however. Two units were seen dead in tow southbound on the L&N, probably headed for Birmingham Rail. These were Milwaukee SW-1 881 and PC Alco S-1 9470, a loco which never saw an active day on Conrail, being retired prior to 4/1/76.

Power on the freight also was interesting—three SW-1500's and SD-38-2 4504. At Florence, Ala., on the L&N branch from Columbia, Tenn., the yard is switched by rebuilt S-1's 48 and 53, operating in multiple but spliced by a flatcar. Road power at Florence on June 28th was a U-23B and four GP-38-2's. There is a rail-to-water coal unloading activity here, on the Tennessee River, operated by Transportation Services Co. They use a GE 44-tonner, No. 3100. Brian anxiously waits for the reported Family Lines scheme to become reality.

Notes on Alco Switchers

LAST MONTH we looked at Alco's final switcher, the 1000-hp T-6. This month we drop back to the two models which culminated in the T-6, the 800-hp S-5 and the 900-hp S-6. Alco's "S" line of switchers was always its biggest seller, and for good reasons: power, dependability, ease of maintainance, simplicity, and a tenacious hold on rough and uneven industrial trackage. Heart of the line was the M&S 539 engine, paired with GE electrical equipment. The very best (and most numerous) model was the S-2, which rode on the highly flexible Blunt trucks, and sold close to 1500 units.

Alco, however, was involved in the high-horsepower race and developed the 251 engine of its own as its basic power plant. In 1954, a 6-cylindered, turbocharged 251 was installed in a new switcher carbody, and the S-5 became reality. She was rated at 800 hp. The new carbody presented a drastically-changed appearance, at least when viewed head-on. The new engine was configured exactly backward from the 539, with her oblong turbocharger stack set far forward.

The familiar set of side-mounted radiator shutters was moved to the nose of the unit, while the classic Alco rounded front end became a flat, unfinished-looking horror. A slight overhanging lip forms the roofline at the unit's front end, with a single or dual (at the buyer's option) sealed-beam headlight just below. The square set of radiator shutters with protruding protective grillwork covers the entire lower half of this ugly "face." The rest of the locomotive seems unchanged from the older "S" line, except that the rows of louvres in the hood sides have become combination of louvres and bare carbody filters, like those used on Alco's Century line road units.

The groups of inspection doors with latch handles still survive. S-5 and S-6 use the AAR Type A switcher truck, as do all Alco switchers after 1950. The rounded cab is the same, but the old familiar Alco sound is gone: the syncopated "burbling" chant of the 539 is replaced by the turbo whine of the 251. Both models, however, are capable of emitting copious smoke clouds when suddenly notched out or started from a slow idle.

By 1954, the switcher market was showing signs of becoming glutted, with EMD, Alco, Baldwin, F-M and Lima all eagerly pouncing on whatever railroad was still switching with steam. Norfolk & Western built the last 0-8-0 in 1953. The "standard" railroad-sized diesel switcher had become a 1000-hp unit, with industries and shortlines using the lighter engines, larger yards and transfer jobs getting switchers of 1200 hp and more. The S-6, with a radically new power plant ond only 800 hp, was not a good seller on this market. Besides, she carried a turbocharger in order to wring 800 horses out of her six cylinders at 1000 rpm, and this higher rpm (S-2's 539 was turbocharged at 750) might have caused doubts. S-5 sold only seven uhnits in June, 1954: Boston & Maine 860-865 and Island Creek Coal No. 909 making the model a rarity, especially that one Island Creek unit.

Almost a year later, in May, 1955, Alco put an improved 251-A plant in the same carbody and rated it at 900 hp, calling the model S-6. There is no external (and very little internal) difference between S-5 and S-6. The later model sold better, although it wasn't anything to write home about, either. The list of buyers is mostly short lines and industrials, with 33 units going to Mexico.

U.S. original ownership shows: Armco Steel No. 1202, Belt Ry. of Chicago 420, B. Perini 101, Columbia Geneva Steel No. 1, Ohio River Co, 56, Northern Pacific 750, Republic Steel 153, 317, 318; Sheffield Steel 15, 16; SP 1033-1090, renumbered 1200-1257, and 4635-4635 renumbered 1270-1281; South Buffalo 40-45; Semet-Solvay 110; Tennesee Copper 107; UM&P 61; U.S. Pipe & Foundry 38, and Western Maryland 151, 152.

Mexican buyers were Ch-P 60, Fundidora Acero 1-3, Pacifico 701-724; SCCP 7133-1; 7133-2, 7133-3; N de M 5300, and Unidos de Yucatan 301.

Oliver Iron Mining got two Cow-Calf sets (two cows, two calves) which used the S-6 as the basic model but was sold under model SSB-9. Largest buyer was Southern Pacific, which still had 54 units on its roster. SP bought 70 S-6's. The 14 S-6's sold to Chrome Crankshaft in 1976 are beginning to re-surface, as this dealer is re-building them and selling them off. New owners are: Tacoma Municipal Belt Line 950, Fore River 17, Omaha Public Power District No. 1, Nebraska Public Power District 100, and Nekoosa-Edwards Paper Co. No. 19.

Those B&M S-5's were divided up into two groups with four of them rebuilt to 1000 hp and renumbered 1280-1283. Island Creek 909 was Alco demo 909, renumbered 102, sold to Transfer Terminal, Huntington, W. Va., as their 102. B. Perini Contractors, loco 101 was sold to UM&P as their 101. Columbia Geneva Steel's loco is lettered U.S. Steel, works at Wellington, Utah.

CONTINUE sending diesel news to Jim Edmonston, 821 Clearfield Lane, Cincinnati, Ohio 45240.

Sander for locomotives in the Union Pacific diesel shops at Council Bluffs, Iowa.

Union Pacific photograph

HOBBY CLUB

conducted by Sy Reich

Among the many fine exhibits of railroadiana at Railfair '77 at Jefferson County Fairgrounds in Golden, Colo., last July 9th and 10th was this one set up by Lt. Col. R. Oakley (shown in photo), of Apache Junction, Ariz. Intermountain Chapter-NRHS sponsored the event; 3,800 people attended.

AMONG the more interesting rail memorabilia clubs is Railroadiana Collectors Association, Inc. This is a dedicated organization for those wrapped up in acquiring railroadiana, reading about it, or learning rail history. It issues a newsy organ, *The Railroadiana Express,* edited by Jim Bartz of El Toro, Calif., that is filled with pix of items for trade or sale, with a brief note about each. Jim's journal comes out quarterly.

Another good feature of RCAI is its annual *Directory,* published shortly after the first of the year. Each member is listed alphabetically with his address and his interests. As a for instance, the 1977 *Directory* states that Stan Baker, 2525 Pahl Ave. N.E., Minneapolis, Minn. 55418, wants waxsealers, lanterns, chinaware, silverware, while Bob Read, Box 844, Cushing, Okla. 74023, is interested in depot and diner items, also lanterns, and Alf Trumper, 44 Peary St., Northgate, Brisbane, Queensland, Australia 4013, wants tickets, timetables, steam, diesel and depot pix, and signs. The *Directory* is a handy membership tool.

The Railroadiana Collectors Assn., Inc., was formed in Nov. 1971 as a non-profit corporation under the laws of the State of Alabama to promote communication, education, and goodwill among its members. Signing all membership cards is Dixie's own Dan Moss, secretary-treasurer. Arnold Lang of St. Louis, Mo., is prexy. There are seven regional veeps in the U.S. and one in Canada.

Regular dues are $7.50 per year, sustaining $10, contributing $25. For more info contact Dan Moss, 405 Byron Ave., Mobile, Ala. 36609. Incidentally, Dan collects buttons, badges, emblems, passes, keys, lanterns, and scale and toy trains. Maybe even that picture of Harry Truman playing the piano for Lauren Bacall.

ED IMMEL, veep of the Pacific Northwest-NRHS, and other Society worthies in the Northwestern locale are back from Roanoke's successful meeting, and already planning a good NRHS 1978 outing. Ed also was a big figure in the successful rebirth of ex-Espee 4449 for her historic coast-to-coast hauling the American Freedom Train.

In a recent note to Jerry Angier, prexy of Railroad Enthusiast's Portland, Me., Div. and editor of the club's newsletter, *The 470,* Ed helps us to answer occasional queries as to where the 4-8-4 is now and what lies ahead. He writes to Jerry that 4449 is now in storage at the Union Pacific's Albina Shops in Portland, Ore. Due to the high cost of obtaining $10 million of insurance to operate her over Western railroads, it is doubtful that she will run again in excursions. Few railfans realize that hidden costs can kill a project.

To compound problems, Amtrak will have nothing but electrically-heated equipment in service in the Northwest next summer and will have no pool of standard equipment to be used on steam excursions.

The 4449 is one of the world's largest locomotives and as such generates a whole series of problems much different from running a 2-6-2 over a streak of rust. Only a big railroad could afford to keep such a monster in operation. At present, the future of 4449 looks like a safe place in a Portland museum. Plans for a rail and transportation museum to be built in the local area. Property evaluations are being made by the Portland Development Commission to determine a good museum site. Probably nobody knows more about the plans for 4449 than Ed Immel.

ONE OF CANADA's fine railfan groups, Ontario Rail Association, has news involving their No. 136. They have let a contract out to Scarborough's Penn Machine & Manufacturing Co. Ltd. for the rebuilding of four crown brasses, machining driving-wheel hubs and installing new hub liners. Penn will also rebuild the eccentrics and the eccentric straps. And their 1057 is getting repairs. All this, according to the *Scotia Railroad Society News.* Both locos are ORA's Credit Valley Ry. steamers.

DENIS PETERS of *CP Rail News,* Montreal, sends us an interesting note. *CP Bygones,* the Canadian Pacific Limited collectors' sales program, has issued a 68-page illustrated catalog of more than 1,600 CP items. The collectors' sales program *(CP Bygones)* was established in 1970 to fulfill many requests received each year for rail memorabilia. The catalog lists silverware, chinaware, crockery, uniforms, buttons, badges, lamps, lanterns, clocks, hardware, and furnishings. Also printed material and pix of various CP activities since the 1880s. A catalog may be had by writing *CP Bygones,* Canadian Pacific, Room 117, Windsor Station, Montreal, Que., Canada H3C 3B4. A charge of $2 per copy covers printing and mailing cost, but is refundable against future orders. Denis says supply of the catalogs is limited.

IF THE NOTABLE SUCCESS of Intermountain-NRHS's Railfair '77 held last summer in Golden, Colo., where more than 3,800 people in two days visited exhibits, is any criterion, Dick Luchin, who headed up the show, might contemplate a Railfair '78. A total of 63 exhibitors from seven states participated, along with the Burlington Northern, Denver & Rio Grande Western, Amtrak and the U.S. Dept. of

Transportation. The items included timetables, dining-car china, rail books and art, lanterns, switchlamps, engine builders' plates, and model rail equipment. Many fans were showing off their collections while others were buying, selling, and trading. Rail documentary movies were shown and 50 door prizes were given away. Said Dick, "We hope to encourage persons of all ages to become hobbyists, thereby becoming better acquainted with the building of the West."

HERE'S a worthy undertaking by Kansas City Railroad Museum. The Museum has formed the 630 Foundation to acquire the last operating example of the pre-WW2 slant-nosed passenger diesel loco, Rock Island's E-6 No. 630. After a long and distinguished career the 630 is about to be replaced by new diesel engines. The Rock management has been working solely with the 630 Foundation to affect the purchase of this memorable locomotive in operating condition.

The Foundation wants to see the 630 operated regularly in excursion service system-wide over the Rock's lines after a thorough shopping to assure she is in shape. Anyone interested in joining the group, or looking for further info should write 630 Foundation, P.O. Box 124, Shawnee-Mission, Kan. 66201. The Museum is a nonprofit educational corporation, located in downtown Kansas City, Mo., and is dedicated to preserving America's railroad heritage.

Elsewhere, Lawrence Gibbs, ed. of Central Oklahoma-NRHS's newsletter, *The Dispatcher,* writes that CORA member Paul L. Strang says the Rock Island Technical Society is back in business after more than a year of inactivity. Paul is also editor and treasurer of RITS, whose membership, including six issues of *The Rock,* costs $5 per year. Contact Rock Island Technical Society, 1322 W. Cleveland, Fayetteville, Ark. 72701.

BOB FERENCE, 436 Sanderson, Campbell, Ohio 44405, collects railroad emblems and seals and wants to hear from other such collectors.

DUTCH HENDRICK, ed of Southern Calif. Chapter, R&LHS, reminds all and sundry that next time you are at the Smithsonian Institution in Washington, D.C., don't fail to visit Railroad Hall and see the Hawaiian loco *Olomana* that rail historian and R&LHS veep-at-large Jerry Best, who is also one of our *Interesting Railfans,* donated to Smithsonian. It stands on a 7-foot high pedestal so that visitors can examine the seldom-seen underworkings of an engine—as Dutch puts it, "without getting oil in your face." Jerry acquired the *Olomana* in 1948 after she had served 65 years in the Islands and restored her. The little Baldwin had a hard life on Oahu, says Dutch, and arrived with a sewer pipe for a stack. But Jerry's grand wife, Harriet, came to the rescue and gave him (and the *Olomana)* a diamond stack for what Dutch calls "one of the more original presents of all time."

THIS RECENT letter from William T. Alderson, Director of the American Association for State and Local History at Nashville, Tenn., to Robert D. Conger, Mayor of Jackson, Tenn., merits coverage:

"I am shocked to learn that the City of Jackson has signed a contract to lease the Casey Jones Home and Railroad Museum for $1500 a year to a business group that will move Casey's last domicile from its original site to a location near the Interstate highway and then operate it in a commercial tourist enterprise. Such an action is inimical to the accepted principles of preservation of our national heritage.

"Speaking for 5,000 historical societies and agencies of the U.S. and Canada, which our Association represents, and especially for the country's 13 national and regional railroad museums and societies, I urgently request your reconsideration of an action that would hold up your city to national ridicule. I also offer services of our Association to assist in doing justice to the home and museum of a famous folk hero."

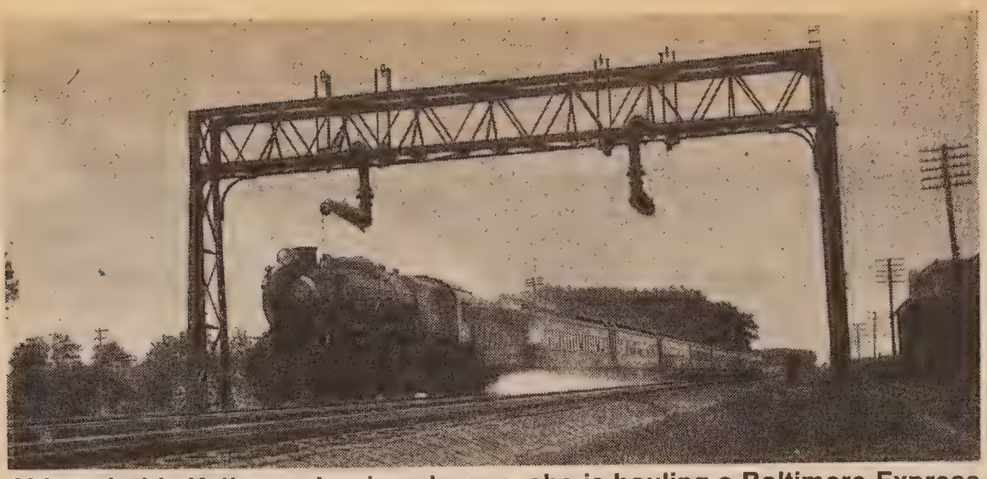
TWO RECENT magazine articles struck my fancy. *Elks Magazine* for May carried a piece, "When The First Train Came to Town," by Earl Clark, while Spring 1977's *Nineteenth Century* had "Splendor and Gloom: The Decoration of Victorian Railroad Cars," by John H. White, editor of Railway & Locomotive Historical Society's publication *Railroad History* and Railroad Curator at Smithsonian Institution. The former deals with the Nevada Central, the Ilwaco Railroad & Navigation, the Walla Walla & Columbia River, and the Bellingham Bay & British Columbia, and humorous events in frontier days when the first train came to town.

Jack White's article is well illustrated and written in his professional historical style of travel in 19th century passenger cars. He writes that such a car was the traveler's home. If neat and attractive, the pleasant surroundings of the interior apartment could do much to ameliorate the tedium of the journey; and passengers came to expect more than a weather-proof box with adequate lighting and heating. One of the pix shows the Pullman car *Topeka,* which in 1893 offered its occupants a restful Moorish interior.

I CAN'T think of any Eastern road that has captured the imagination of more railfans since it was abandoned than has the "Old & Weary" (New York, Ontario & Western). Before the axe fell, fan clubs in the New York City area ran trips over the O&W. If this road interests you, why not join two of the best clubs that I know about and get from them probably all you want to know about O&W persons, places, and things. One is the O&W-NRHS, P.O. Box 713, Middletown, N.Y. 10940. This group puts out a fine newsletter edited by Dr. Ray Wood. Club president is Charles M. Breiner. Member subscriptions to the newsletter, *Ontario & Western Observer,* cost $5.50 annually.

The other organization is the Ontario & Western Technical & Historical Society, P.O. Box 405, Franklin Lakes, N.J. 07417. Edward J. Crist is editor of their *Ontario & Western Observer.* He and his staff, Martin Feldner and Bob Mohowski, as well as Ray Wood, do fine jobs, with interesting articles backed up by good pix. O&WTHS dues are $5 a year.

Scene on New Zealand Rys. railcar RM-111 (train 149) en route from Christchurch to Greymouth last Feb. 15th. Girl with arms folded is Sue Anderson. Photograph by William T. Morgan



Although this K-4's number is unknown, she is hauling a Baltimore Express near Wilmington, Del., in 1925. Note standpipes set up on overhead bridge.
One of many photos in Harry P. Albrecht's K-4 Locomotive book

BOOKS of the RAILS

by Gorton T.H. Wilbur

JANE'S WORLD RAILWAYS AND RAPID TRANSIT SYSTEMS, 1977, Paul Goldstock, editor; 580 pages, 9×13″, hard cover, handsomely bound, photos, maps, charts, rosters, index, Paulton House, London; American distributor, Franklin Watts, Inc., $72.50. (Available from Railroad Magazine Book Service.)

Jane's, published annually, is unquestionably the most authorative and complete book on world locomotive, equipment, transit, and railway facts. It is a great reference book for those who know the value of a good encyclopedia or dictionary, plump edition. Jane's six-pound 19th edition is a worthy volume for the serious student of the world's railways. Among the many thousands of facts from Ateliers de Constructions Electriques de Charleroi to Yokohoma Municipal Transportation Bureau, you can find out, for example, which countries still own steam locomotives, and how many. There are hundreds of locomotive and train pix, together with rosters from each country. All the rapid transit system, underground and surface get excellent play. There are sections that include signaling and train-control equipment, containers, diesel and engine manufacturers, and additional information too comprehensive to be found in other books. Many detailed maps, charts, and diagrams also are featured.

STUDY OF PENNSYLVANIA'S K-4 LOCOMOTIVE, revised, by Harry P. Albrecht, 40 pages, 6×9″, soft cover, pix, specs, drawings, tender data, roster, text, published by Harry P. Albrecht, $3.25. (Available from Railroad Magazine Book Service.)

Harry Albrecht, no stranger to Pennsy historians, besides being one of our *Interesting Railfans*, originally published this work in Oct. 1967. With a recent update, he has added more depth in his treatment of one of the Pennsylvania Railroad's all-time great locomotives, the K-4. It is an excellent picture study, including specifications, drawings, roster, etc. The center-spread is a fine working drawing of this particular Pacific. Along with some of Harry's own photos, of which he has a marvelous collection, other pix come from the collections of George F. Nixon, Don Somerville, J.M. Prophet III, M. Flattley, George B. Ritz, and the Smithsonian Institution. A real Pennsy fan *must*.

WAITING FOR THE 5:05, compiled by Lawrence Grow, 128 pages, 8×9″, soft cover, photos, diagrams, map, text, Universe Books, $6.95 paperback, $12.50 cloth. (Available from Railroad Magazine Book Service.)

Going through this book, I couldn't help but think of Fran Donovan and others members of the Railroad Station Historical Society. It might interest them. *Waiting for the 5:05* captures railroad depots of our past—both those that have survived and those that are no more. From wooden sheds to great stone and marble edifices, the station was the image of the community, relecting taste, affluence, and the relative importance of the town or city to the outside world. Drawing on the archieves of the Historical American Buildings Survey and other rare sources, the book presents a unique survey of the romance and grandeur of a disappearing part of the American landscape.

Writes Clay Lancaster in his introductions; "The historical importance of the railroad station is more than the sum of its architectural forms. A vast majority of buildings were designed by engineers rathar than architects, and as the reader of this book will discover, stations of exactly the same form and decorative elements were virtually mass-produced by the railroad companies. Most of the trains that arrived and departed were not of the glamorous sort nostalgically recalled today—the *20th Century Limited*, the *Burlington Zephyrs*, the *Wabash Blue Bird*, etc. The majority of the trains carried passenger, whether daily commuters or not, for only relatively short distances. Most of the stations that were used were usually modest structres, however distinquished their design. The importance ascribed to them and the interest displayed in them today is a reflection of our concern for the loss of a meaningful community institution."

TRAIN SHED CYCLOPEDIA, No. 54: BRIDGES AND TRESTLES, 64 pages, softbound, 8¼×11½″, reprint from original edition, pix, specs, scale drawings, text matter, $4.50, published by Newton K. Gregg. (all Cyclopedias available from Railroad Magazine Book Service.)

TRAIN SHED CYCLOPEDIA No. 55: FREIGHT & PASSENGER CARS (PART 1), from 1898 Car Builders' Dictionary, 64 pages, softbound, 8¼×11½″, reprint from original edition, scale drawings, photos, spec, text matter, $4.50.

TRAIN SHED CYCLOPEDIA No. 57: FREIGHT & PASSENGER CARS (PART 2) from 1898 Car Builders' Dictionary, 64 pages, softbound, 8¼×11½″, reprint from original edition, pix, specs, scale drawings, text matter, $4.50.

Periodicals and Journals

YEARBOOK OF RAILROAD FACTS, 1977 edition, 150th Anniversary of American Railroads, Association of American Railroads, 1920 L St., N.W., Washington, D.C. 20036.

This useful reference booklet presents a summary of railroad operations in 1976 and prior years as a whole and for the three principal districts to which railroads are assigned for statistical purposes. These groupings are identified as the Eastern, Southern, and Western Districts.

In 1976, according to AAR, our railroad industry managed to make a moderate financial recovery from a serious recession and, at the same time, significantly increase equipment and plant maintenance activities. More importantly, 1976 was a

year in which the industry was the recipient of Congressional action that made possible the start-up of Conrail to restructure most of the bakrupt Eastern lines and legislation that set in motion changes to put the nation's railroads back on a track of more secure profitability.

Some of the railroad highlights of the past year include: Freight traffic of almost 800 billion ton-miles, the third largest volume ever. Ordinary income for U.S. railroads totaling $273 million, almost double the 1975 total but well below earnings in 1974. Railroad cash expenditures of $5.4 billion for maintenance of roadways and equipment—a record-and, for the first time, expenditures in excess of $5 billion. Installation of nearly 19,000 open top hoppers, used primarily for coal hauling. There were 27,573 locomotive units in service on Class I railroads at the close of 1976, a decrease of 637 from a year earlier. Over 99% of the fleet were diesel-electric units. Of 7 steam engines remaining in regularly scheduled operation, 6 were in narrow-gage operation on a Western road, the D&RGW.

CENTRAL HEADLIGHT, edited by R.B. Street for New York Central System Historical Society, Inc., P.O. Box 10027, Cleveland, Ohio 44110.

Charlie Smith, an expert on "The Water Level Route," is president of this fine organization, and his choice of editorial leadership has kept this glossy-paged journal one of the best to come across our desk during the year. The New York Central fan will find much to interest him, including pix of steam, diesel, and electric power; rolling stock; informative articles, and diagrams of equipment that delights the modeler. NYCSHS dues are $6, contributing members $25, sustaining $50, and life $100.

RAIL AND TRANSIT, published by Upper Canada Railway Society, Box 122, Terminal A, Toronto, Ont., Canada M5W 1AZ.

This is a good slick-paper organ put out by an outstanding society. It is issued on a bi-monthly basis for $1.25. Members receive it as one of the benefits from their $13 a year dues. Non-members also can subscribe.

THE KETTLE TURN, edited by John D. Konen for Inland Empire Railway Historical Society, P.O. Box 4537, Spokane, Wash. 99202.

This Inland Empire rail quarterly is filled with good pictures, articles, and maps for the Northwest railfan. The *Kettle Turn* costs $1 a copy, or $4 for four issues. Inland Empire, affiliated with NRHS, also publishes the *Yardbull*, a monthly newsletter. Bob Dowler is president of this fine rail group. Monthly meetings are held on the second Monday of every month at the Washington Trust Auditorium, N. 1928 Monroe St., Spokane, Wash. Interested fans might contact Jerry Quinn, vice president, S. 2208 Conklin Court, Veradale, Wash. 99037.

NICKEL PLATE ROAD MAGAZINE, a quarterly, is edited by John T. Slater for NKP Historical & Technical Society, P.O. Box 6213, Fort Wayne, Ind. 46806. Layout editor is George A. Berghoff. John Slater turns out a good smooth paper journal. Whether your interest is in NKP steam, diesel, rolling stock, depots, or whatever, you'll find it here.

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The books are available only by mail through Railroad Magazine Book Service, 420 Lexington Ave., New York, N.Y. 10017.

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All ads in this section cost 35¢ a word (minimum 25 words, no maximum), including abbreviations, names, initials, numbers, cities, states, or provinces. Zip codes free. SSE means "enclose self-addressed stamped envelope." Send check or money order with each entry to Bill Balgley, advertising manager, Railroad Magazine, 420 Lexington Ave., New York, N.Y. 10017. Total remittance must accompany order. Deadline for ads: 15th of third month preceding month of issue. (Example: Dec. issue closed Sept. 15.)

FOR SALE: Historical Railroad Lanterns book, $6 postpaid. Order from author, A.S. Burkhalter, P.O. Box 41, Winchester, Tenn. 37398.

ROGER ARCARA, 1525 Leland Ave., Bronx, N.Y. 10460, sells reconditioned folding roll-film camera, sizes 120-620 and 116-616; also reconditioned movie cameras for 16mm and regular 8mm film. Details for 13¢ stamp.

OLD STATE, RAILROAD & COUNTY MAPS. 70-110 years old. All states. 13¢ stamp for catalog.—Northern Map Co., Dept. RR, Eagle River, Wisc. 54521.

SEND LONG SSE for listing of over 60 railroad lanterns. Also switch keys, locks and signs.—Kenneth Palmer, 128 Front St., Port Jervis, N.Y. 12771.

1977 COLOR SLIDE CATALOG: over 5,500 different diesel, electric, and some steam locomotives from across North America, representing 380 Class 1, shortline and industrial roads. Catalog includes model, road number, and paint scheme of each unit. Over 300 different models included. Send $2 for catalog and sample to Porreca, Box 22, Boulder, Colo. 80306.

BUYING RAILROAD COLLECTIONS and single items. I will buy timetables, brochures, folders, switch keys, passes, guides, cap badges, booklets, posters, books, dining-car items, lanterns, wax-sealers, calendars, signs, miscellaneous items. Single items and small accumulations purchased by mail. Collections picked up anywhere in the country. Write to Fred Arone, 377 Ashford, Dobbs Ferry, N.Y. 10522.

MICHAEL EAGLESON, 37 Edgemere Ave., Mt. Arlington, N.J. 07856 sells 3-foot 2-8-2 cutaway rendering, $1.95 ppd.; also set of 10 new steam/diesel postcards, $1.75 ppd.

BIG LIST: DINING CAR CHINA, glasses, silver, cloth. Railroad, Pullman items. Stationery, timetables, menus. Display, eat from dining-car dishes. Send long SSE to James McClellan, 1752 S. Wichita, Wichita, Kan. 67213. Will buy railroad souvenirs, glass, metal, paper, cloth from Pullmans, dining cars, lounge cars, freights, etc. Small to large amounts, good prices paid.

PAUL GARDE, 35-SLIDES CO., Box 6098, Colorado Springs, Colo. 80934, retired to except to sell remaining railroad and trolley collections (no Western), books, magazines, lab set-up. Large SSE for info; state wants.

ELMER TRELOAR's complete collection, negatives and prints, mostly steam, 1847-1975, United States, Canada, Central America, Europe. SSE for details.—Mrs. Elmer Treloar, P.O. Box 03491, Highland Park, Mich. 48203.

TIMETABLES FOR SALE: Public and employee. New lists and specials issued regularly. SSE.—Carl Loucks, 199 Wayland, Hamden, Conn. 06518. Will buy your collection of railroad paper items for top dollars.

WE SELL beautiful accurate postage stamps and first day covers depicting railroading around world. Send for no obligation approvals.—Stamps Galore, 2409 John, Superior, Wis. 54880.

ELEVEN FANTASTIC PUBLIC TIMETABLE grab—bags $17 worth for $10. Attractive clear plastic slipcovers for public tts. only $8 per 100. Collections purchased.—Tom Coval, 21 E. Robin Rd., Holland, Pa. 18966.

POCKET WATCHES COLLECTOR will buy railroad and now—railroad, any condition.—R. Szwec, 3025 Summerset, Boise, Idaho 83705.

MIDWESTERN RAILS! Packed with railfan locations, ranch lines, diesel rosters, news, photos, maps. 12 big issues only $8.—White Publishing, 208-L N. Stewart St., Genesco, Ill. 61254.

COMPLETE LIST 238. Passenger tts., emp. tts., playing cards, train orders, folders, annual reports, emp. magazines, calendars, etc., 39 cents stamps.—Meyer, 128 Corner St., Watertown, Wis. 53094.

RAILROAD COLOR SLIDES: For sale, all originals, good quality, some rare units. Most from Chicago area. Have several Canadian units too. List free with 13¢ stamp.—George Horna, P.O. Box 724, Elmhurst, Ill. 60126.

ROBERT TENNANT, BOX 997, Armdale, N.S., Canada, B3L 4K9, has Canadian railway bibliography for sale at $4.95. Book has over 400 references in 92 page, 6x9 format.

BIG LIST: DINING-CAR CHINA, glasses, silver, cloth. Railroad, Pullman items. Stationery, timetables, menus. Display, eat from dining-car dishes. Send long SSE to James McClellan, 1752 S. Wichita, Wichita, Kan. 67213. Will buy railroad souvenirs, glass, metal, paper, cloth from Pullmans, dining cars, lounge cars,

Western portals of the tunnels at Gallitzen, Pa., on ex-Pennsy mainline as they looked last May.

Richard J. Cook, 2876 Fairmount Blvd., Cleveland Heights, Ohio 44118

freights, etc. Small to large amounts, good prices paid.

SEND LONG SSE for listing of over 60 railroad lanterns. Also switch keys, locks, and signs.—Kenneth Palmer, 128 Front St., Port Jervis, N.Y. 12771.

RAILROAD MAGAZINE, RMC, Trains. MR, Official Guides, other rail periodicals from 1930s, '40s to present. Full years and singles. List SSE.—F&W Enterprises, Box 65, Richardson, Texas 75080.

RAILROAD STOCK CERTIFICATES! Catalog plus beautiful certificate $2. I am eager to buy stocks, bonds, and Western railroad passes. Write!—Ken Prag, Box 531R, Burlingame, Calif. 94010.

CHICAGO & NORTH WESTERN RR. memorabilia, history, wanted.—Alden Miller, 3212 34th Ave. South, Minneapolis, Minn. 55406.

NEW YORK CENTRAL 1978 CALENDAR. A different photo for each month. Historical dates noted. $3 each. (Ohio residents please include sales tax.)—New York Central System Historical Society, Inc., 2292 N. River Rd., N.W., Warren, Ohio 44483.

AVAILABLE: The Northeast Railroad Scene. A brief look before Conrail. Photo albums: #1, The Lehigh Valley; #2, The Lehigh & Hudson River, $4 each. No checks.—John Bissell, Box 11, Neteong, N.J. 07857.

LACKAWANNA RAILROAD FANS will enjoy three soft-cover, plastic-bound, "Pictorial Review" books as follows: Vol. 1, a potpourri of material from 1920 to 1960 Erie-Lackawanna merger. Contains complete 1930 public timetables, 1938 suburban timetables, 1954 consists of main and branch line trains, pictures and story of 24 hours at Scranton, many other interesting photos and advertisements.

Vol. 2, containing much older era material, shows Heart Lake Station on cover, with rare old postcard views from Washington, N.J., to Buffalo, N.Y., Main Line Division employees timetable No. 2, December, 1899, Syracuse, Binghamton, and New York 1863 timetable, and 1917 System public timetable. 162 real rare, interesting postcard views.

Vol. 3 is devoted to material on the suburban lines out of Hoboken and on the Bloomsburg Division, including 77 old suburban area postcard views, 1914 Boonton and Montclair Branch and 1928 Bloomsburg Division public timetables, photographs of Kingston yard operations, 1928 complete System public timetable, plus interesting advertisements. Money back guarantee on all books if they are not to your entire satisfaction. Only $5 each, or $15 for all three. Immediate shipment via book mail from Ed Gardner, 22 Garden Ave., Mountaintop, Pa. 18707.

CLOTH PATCHES 40¢, 440 different; 8-page illustrated list 25¢, or big 60-page catalog $1.25 Books, jewelry, T-shirts, buckles, postcards, much more.—William Krueger, 2018 Leo St., Dayton, Ohio 45404.

1978 NEW ENGLAND RAILROAD CALENDAR, 13 action-packed photos covering six of New England's finest railroads. Opens to a giant 11x17" and is ready for hanging. $3 ppd. 1977 calendar $2. Send to Comet Films, Box 8741, Boston, Mass. 02114.

DELAWARE & HUDSON and New York Central Adirondack Region fans will enjoy *Adirondack Vistas*, 100-page, soft-cover, plastic-bound, 8½x11 book full of rare old timetables and postcard scenes, including complete 1910 Adirondack Division employees timetable, old Delaware & Hudson timetables and views, 1896 Chateaugay Railroad timetable; and much, much more. Money back guarantee if you are not completely satisfied. Only $5 copy via book rate mail from Ed Gardner, 22 Garden Ave., Mountaintop, Pa. 18707.

TURBINES WESTWARD, the story of the Union Pacific's turbine era, 160 pages, 300 photographs, roster, drawings, hardbound, $14.95.—Lee Publications, 2804 Goodrich Circle, Manhattan, Kan. 66502.

FOR SALE: Locomotive bells, heavy solid brass, full size, 17" in diameter, complete, all original. Price $690. Crating $20 extra.—Paul Vruwink, Lake Lillian, Minn. 56253.

SOUTHERN RAILWAY FANS, enjoy 66 pages of really rare timetables, pictures, "Along the Way" scenes on the old Cincinnati, New Orleans & Texas Pacific (Queen & Crescent Route). Timetable collectors will enjoy an 1887 schedule showing through timetables with the Mann Boudoir cars, and many old advertisements exploiting Queen & Crescent hrains and routes. See splendid old passenger station views, such as Lexington, Ky.; Rockwood, Tenn.; Boyce, Tenn., and many other fine old stations. See a picture of No. 1 doubleheaded in Kentucky. There is much interesting and scarce material for the Southern fan to enjoy in this soft-cover, plastic-bound book. Immediate shipment for only $5 ppd from Ed Gardner, 22 Garden Ave., Mountaintop, Pa. 18707.

THOUSANDS OF DIESEL b&w photographs. Roster and action. 12-page catalog and sample $1.—Northstar Railroad Photographs, 5601 St. Bridgets Rd., S.E., Rochester, Minn. 55901.

ORIGINAL COLOR SLIDES of shortlines and black & white negatives for sale. Slide list $1.50. Negative list $1. Send large SSE.—Charles Conniff, P.O. Box 9686, Jackson, Miss. 39206.

DUPLICATE COLOR SLIDES/PRINTS of all major roads, shortlines, passenger cars, and cabooses in North America. 12,000-item catalog with sample $1, refundable.—Thomas Chenoweth, Box 948, Poway, Calif. 92064.

1978 NEW HAVEN RAILRAOD CALENDAR, 13 photos, steam, electric, and diesels. Printed on glossy paper and suitable for framing. Make checks payable to NHRHTA for $3.25 and send to Gordon Cochrane, 256 Central St., Foxboro, Mass. 02035.

WANTED: REA BAGGAGE CART in California or vicinity.—Robert C. Ramsay, 612 Sunny Dunes Rd., Palm Springs, Calif. 92262.

FOR SALE: Black and white photos of steam and diesel locomotives, Reading, Long Island, Central RR. of New Jersey, New York Central, New Haven, etc., 8x10", $1.50 each.—John Dockendorf, S.R. 28509, Lebanon, Mo. 65536.

SOUNDS OF ELEVEN STEAM TRAINS on 90-minute cassette. Also five other motive subjects. Songbirds and old radio programs Big Band era. Catalog 50¢, refundable.—Evans Productions, 1231 N.E. Lincoln St., Hillsboro, Ore. 97123.

NESTLE'S RAILROADIANA: I buy and sell all items of railroadiana, predominately paper goods. Send specific requests for items desired, with SSE, to R.D. #2, Greenwich, N.Y. 12834.

ALCO DUNKIRK MALLET PLATE—what offers? Also British plates for sale/exchange, including Garratts. Collecting steam/loco plates worldwide. What have you? International Reply Coupon brings my list.—A. Turk, "Nightingales," Rowbarnsway, East Horsley, Surrey, England.

SELLING RAILROAD HARDWARE COLLECTION: Headlights markers, bell, semaphore arms and lamps, signs, whistles, CTC signal, classification lamps, lanterns, etc. Large SSE.—C. Marquardt, 4976 Oak Lane, Nashotah, Wisc. 53058.

BUFFALO-LAKE ERIE traction, *Grape Belt Route*, 10 maps, 3 rosters included. *Erie Railway. Plans* 600's-800's, 430 photos. $9.50.—Bill Gordon, 232 Beresford Rd., Rochester, N.Y. 14610.

WANTED: NEGATIVES, TICKETS, transfers, anything on Scranton Railway Co. or Scranton, Montrose & Binghamton Ry.—Charles Wrobleski, Box 663, Scranton, Pa. 18501.

FOR SALE: Services of a steam locomotive man. Expert fireman, average engineer. Knowledge of most light-duty jobs, tubes, wedge setting, etc. Not interested in high wages. Age 63, good health.—George Dennis, Box 65, Terrace Bay, Ont., Canada POT 2WO.

WANTED: DIETZ DEPOT LANTERN, parts or complete. State condition and price. Also want 5½" or 6B&A, P&LE, or PMcK Ry. globes.—R. Berg, 3200 W. Prospect, Ashtabula, Ohio 44004.

W.H. LEWIS, 3654 Montclair Dr., Jacksonville, Fla. 32217, wants British and other European timetables, Bradshaw Guides, Cook's Continental timetables. Any year, pre-1960 preferred.

BUYS LONG ISLAND RR employee and public timetables, Form LI-1, 1920's, 1930's, 1940's.—H. Clausen, 133-46 122 St., South Ozone Park, N.Y. 11420.

ANNUAL CHRISTMAS CLEARANCE railroad paper: passes, timetables, train orders. SSE to Millee, Inc., 4027 Busath Ave., Louisville, Ky. 40218, and receive fratis one L&N train order.

DIESEL-ELECTRIC OPERATING MANUALS, books, advertisements wanted. Also air brake books, manuals, and textbooks.—R.J. McKay, P.O. Box 246, Bartlett, Texas 76511.

BIG LIST OF RAILROAD ITEMS: Locks, keys, lanterns, timetables, etc. Send $1 plus SSE for next two lists. Refundable with order.—Lloyd Godfrey, R.D. 6, Box 263, Hanover, Pa. 17331.

ANTIQUE RAILROAD WATCHES: I buy, sell, and restore all types of American pocket watches. I might have the one you have been searching for. For restoration estimate send watches insured to Robert M. Wingate, 1630 Nokomis Ave., Dallas, Texas 75224. Phone: 214-337-1327. Member NAWCC-AWI. Also interested in purchasing any advertising signs on watches or rr. watch inspecting.

XEROX COPIES OF TIMETABLES, 1865 to 1926. Send $2 and long SSE for interesting list and prices.—Mrs. D. R. Monypeny, 3285 N.W. 30 St., Miami, Fla. 33142.

"610 ON SOUTHERN RAIL-1977," featuring the Rathole. Just released. Quality screw-assembled stereo cassette, $6.95, First Class ppd. Dolby available. N.J. tax.—MenkelSounds, 63 Elliott Pl., Rutherford, N.J. 07070.

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10 RAILROAD CONDUCTORS' UNIFORM BUTTONS assorted, $14.—Stone, 6810 Chambers Ave., Cleveland, Ohio 44105. ●

Coming Events

(No charge for listing here)

BLACK RIVER & WESTERN steam trains, Ringoes to Flemington, N.J., roundtrip, Sats., Suns., holidays until Dec. Info from BR&W R.R., P.O. Box 83, Ringoes, N.J.

Crab Orchard & Egyptian steam trains thru Dec. 4, week-ends only, 1:01 p.m. Adults $3, kids $2. Details from CO&E, 514 N. Market St., Marion, Ill. 62959. Just off I-57 and Ill. Rtes. 13 & 37.

Oct. 22-23: annual Steamtown railfans weekend, much steam action, photo stops, night photo session, door prizes, cab rides. Steamtown Foundation, Dept. RR, P.O. Box 71, Bellows Falls, Vt. 05101.

Oct. 22: Richford Ramble. Special excursion via CNR-CV, Montreal to Richford, Vt. Run-bys

on freight-only tracks. CNR coaches with snack bar. Tickets limited. Adults $21.95, kids $11.95. Canadian Railroad Historical Assn. Excursions, P.O. Box 22, Station B, Montreal, Que. H3B 3J5, Canada.

Oct. 22: Carolina Div. NMRA and Southern Ry. Hist. Society, model railroad meet and railroadiana flea market at National Guard Armory, Milledge Rd., Augusta, Ga., 10 a.m.-5 p.m. Admission $1; kids under 12, 50¢. Clinics, movies, contests. Contact Dave Reed, 3717 Concord Drive, Augusta, Ga. 30906.

Oct. 28-Nov. 6: El Corazon de Mexico special train to Vera Cruz from Los Angeles. Stops at Guadalajara, Fortin de las Flores, Guanajuato and Vera Cruz. U.S. sleepers and American meals in diner. Rates start at $495. Info from Pacific Railroad Society, P.O. Box 70, East Irvine, Calif. 92650.

Oct 29: Autumn Sunset Special. Oct. 30: Fall Harvest Express, both days, 282-mile roundtrip behind Clinchfield's One-Spot thru Blue Ridge Mts. in fall colors; 19 tunnels. Lv. Spartanburg 8:30 a.m., return 7 p.m. Adults $21, kids 12 or under $16. Box lunch $3. Details from Piedmont Carolina-NRHS, c/o Bentley Photo Center, Park Rd. Shopping Center, Charlotte, N.C. 28209.

Oct 29 & 30: Ex-Southern 4501, Knoxville to Asheville, sponsored by Old Smokey-NRHS, P.O. Box 601, Knoxville, Tenn. 37901.

Nov.-Dec 1977 Railroad University's 6 classroom operations sessions again offered. Write Railroad University, 583 Lowden, Glen Ellyn, Ill. 60137.

Nov. 5: Mexico's Sonora desert and fishing port of Puerto Penasco are part of 312 mile one-day rail roundtrip. Lv. Mexicali 8:45 a.m., return about 9 p.m. Charter buses leave San Diego. Reservations necessary. Write Pacific Southwest Ry. Museum Assn. P.O. 12096, San Diego, Calif. 92112, or call 714 224-4381.

Nov. 5: scenic and historic bus tour on old NYO&W Northern Div. and Delhi branch, rain or shine. Leave Middletown, 8 a.m., Monticello 8:30, Liberty, N.Y., 8:45 a.m. visiting old right-of-way with existing depots, water tower, bridges, Northfield tunnel and switchbacks. Roundtrip, $16. NRHS member $8. Deadline for first bus reservations Oct. 31. Ontario & Western-NRHS, P.O. Box 713, Middletown, N.Y. 10940.

Nov. 6, 13, 19, 20: open house Model Railroad Club of Toronto, 37 Hanna Ave. Adults $1.25, kids 25¢. Contact James Whatley, 1423 Lochlin Trail, Mississuaga, Ont. L5G 3V5, Canada.

Nov 6: annual train show of Upstate Train Associates, Shaughnessy Hall, Schenectady, N.Y., 12 noon-5 p.m. Lionel, AF, Ives, scale trains, some traction and interurban, most gages, operations and modules on display. Admission: $1 adults, kids 25¢. Write Glynn Cady, RD 2, Gloversville, N.Y. 12078.

Nov. 12: National Assn. of Timetable Collectors, Northern Calif. Railroadiana Fair, Holiday Inn North, U.S. #160 at 1900 Canterbury Rd., Sacramento, 9 a.m.-4:30 p.m. Variety of railroadiana. Tables: non-members $10, members $5. Admission $1. Write Al Phelps, chairman, 294 Lincoln Way, Auburn, Calif. 95603.

Nov. 19, Dec. 17: Big Bash Train Meets, Sears, AHM Bldg., D and Tioga Sts. Philadelphia. Auction 1:30 p.m., free railroad movies, operating layouts. Pre-registered 8-ft. tables $5. Tables at the door $7. Pre-registration $1, at door $1.50, kids under 12 with adult free. SSE for info to Bernie Paul, D and Tioga Sts., Philadelphia, Pa. 19134.

Nov. 19 & 20: Div. 4, MCR, NMRA, Hospitality Motor Inn-South, I-77 & Rockside Rd., Cleveland (Independence). Flea market, operating layouts, clinics, displays, movies. Free parking. Adults $1, kids 50¢, family maximum $2. Contact Jeffrey R. Brashares, 19749 Dell Ave., Strongsville, Ohio 44736.

Nov. 26: UP 8444, Denver to Laramie, Wyo., round trip sponsored by Rocky Mountain Railroad Club. Lv. Denver, 7 a.m., return about 8 p.m. Deluxe coaches, lounge car, baggage car with safety boards across side doors. Photo run-bys. Swing west through Harriman cutoff, climb Sherman Hill to Laramie. Power for recorders in baggage car. Lunch incl. in price of ticket. Adults $37, kids $30. No refunds or reservations cancelled after Nov. 12. Contact RMRRC, P.O. Box 2391, Denver, Colo. 80201.

Nov. 26, 27: Dec. 3, 4, 11, 17, 18: Santa Claus trips, Morris County Central R.R., Newfoundland, N.J.

Dec. 3-4: N.Y. Chapter R&LHS, reasonably-priced weekend packaged round trip from N.Y. City for trip on narrow-gage steam Edaville R.R. mid multi-colored Christmas setting. Also pre-Yule railclub dinner at Cape Cod vintage restaurant, overnight accommodations, return NY via Essex, Conn., ride Valley R.R., Sunday dinner, others. Write David J. McCoy, trip chairman, RD 3, Box 227, Jackson St., Fishkill, N.Y. 12524.

Dec. 3, 4; 10, 11; 17, 18: Santa Claus rides Valley Railroad trains, Essex, Conn.

Dec. 4, 11, 18: Santa Claus Days, Branford Trolley Museum, 17 River St., East Haven, Conn. 06405.

Dec. 10, 11: fifth semi-annual open house. Silver Spring Model RR Society, 8701 Colesville Rd., Silver Spring, Md. Four to 8 trains running simultaneously on mainline. Children's layouts operating. Admission free. Contact the Society, Box 630, Silver Spring, Md. 20901.

Dec. 10, 11: Christmas Special, Monticello & Sangamon Valley Ry., Monticello, Ill.

Dec. 17, 18: Santa Claus Specials, New Hope & Ivyland R.R., New Hope, Pa. ●

Pen Pals Wanted

(No charge for listing in this section)

Martin Duval (age 16), 713 43rd Ave., Lasalle, Que., Canada H8P 3B6, wants letters from railfans of either sex around his age.

Tom Savin, Box 3550, Pasadena, Calif. 91103, collects Katy, L&N, LV caps, badges.

Miss Lorraine Cabelhin (age 25), c/o Tabucanon Law Office, Rizal St., Ormoc City, Leyte, Philippines, 7128, collects stamps.

Don Elliott (age 36), model railroader, son of retired Grand Trunk signal maintainer, 100 Marquette, Durand, Mich. 48329, esp. interested in GN, will correspond with any make or female.

Miss Helen Bautista (age 28), 963 Eucalyptus St., Basak, Mambaling, Cebu City, Philippines, 6401.

D.A. Pope, 417 S. 23rd St., Irondale, Ala. 35210, retired railroader, wants other railroaders to write.

Gary R. Hauver (age 30), R.D. 2, Bowlby Rd., Elmira, N.Y. 14901, single, will correspond with nice railfanette.

F.A. Gump, railroader, 617 S. Wellington, Deltona, Fla. 32725, sells, trades date-nails.

Miss Arelly Mindoza (age 19), Juliana Trade Center, Magallanes St., Cebu City, Philippines, 6401.

Ronald S. Martin (age 14), P.O. Box 375, Middletown, Pa. 17057, modelbuilder, will write to male or female around his age; prefers typewritten letters.

H. Schreibman, railroader, 212-04 13th Ave., Bayside, N.Y. 11360, collects switch keys, tts., cap badges; will buy or swap.

Miss Nenita Montiadora (age 17), Kaivayan, Leyte, Philippines, says her hobby is collecting boy friends.

Mrs. Boynton H. Adams, P.O. Box 117, Woodland, Ga., is looking for Southern loco engr. who saved lives of herself and daughter Sept. 7, 1930, when they were walking on trestle near Vaughan, Ga. Cowcatcher of an extra freight seriously injured and tossed her into Flint River, but engr. rescued her.

Todd (Casey) Liebman (age 15), 9427 N. Fairway Circle, Bayside, Wisc. 53217, will write to railfans, either sex, any age.

Jim Kunkle (age 36), P.O. Box 2984, Denver, Colo. 80201, wants to hear from Colo. traction and bus fans.

Miss Prescila Cabelin (age 19), Biliran National Agricultural College, Biliran, Leyte, Philippines, collects stamps.

Brian Tasker (age 22), S.M.Q. Dampier, Westman, Australia 6713, wants photos of two 65-ton Whitcomb diesels used by U.S. Navy on narrow-gage Pearl Harbor railroad and Whitcombs in Haiti. Also interested in railroads in Dominican Republic, Trinidad, Jamaica. He is a photographer. Will swap Alco pix.

Miss Elonita R. Rumamal (age 20), San Isidro, Ormoc City, Leyte, Philippines, student.

Miss Anacorita Vioviconte (age 38), 57-2 D. Jakobsalem St., Cebu City, Philippines, 6401, teacher.

Miss Reeto Codera (age 20), Ponong Carigara, Leyte, Philippines, college student. ●

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